

Weather

Squally weather today. The maximum temperature yesterday was 62.8 and the minimum 47.4 the figures for the corresponding day last year being 53.8 and 43.6.

THE CHINA PRESS

報陸大

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SHANGHAI, SUNDAY, APRIL 13, 1919

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SOVIET CONGRESS OF ALL GERMANY OPENS IN BERLIN

Session Attended By 243 Members Representing Entire Country

MUNICH DISTURBED

Radical Government There May Not Long Survive, Say Reports

CLASHES DEVELOP

Trouble Due To Disputes Of Communists And Socialists

(Reuter's Agency War Service)

Copenhagen, April 8.—A message from Berlin today announces that the second Congress of the Soviets of Germany has opened. In all 243 delegates were present.

The Government took extraordinary military measures in connection with the Congress, even searching the people in the galleries for arms. The whole atmosphere was electric.

The Congress adopted the motions moved by the Independent Socialists demanding the release of Ledebour and immunity of members of the Soviet Congress, similar to the immunity of members of the National Assembly.

Disunion At Munich

London, April 8.—The latest news of the situation in Bavaria indicates that the Soviet Government in Munich may not long survive. It is reported that already dissensions have broken out between the Communists and Majority Socialists.

The German Government has announced that it recognizes the Hoffmann Government, not the Soviet Government at Munich, as the supreme authority in Bavaria. In the Bavarian country districts opinion is divided for and against the Soviet Republic.

Government Non-Existent

London, April 7.—A telegram from Copenhagen points out that the Bavarian Government is non-existent as at least two members of the Government, Simon and Unterleitner, have joined the Soviet movement, as they are included in the provisional list of People's Commissioners with Muehlon, Segitz and others.

Government Changes Sent

Berlin, April 7.—The Bavarian Government has gone to Nuremberg. Herr Hoffmann, the Premier, has announced that the Government has not retired but has merely transferred its seat to Nuremberg.

The Social and Democratic parties, which are still sitting in Nuremberg, yesterday voted, by forty-two votes to eight, against a Soviet Republic.

The Berlin newspapers express the opinion that the crisis has reached a trial of strength between North and South Bavaria and also between the Communists with the Independents and the Majority Socialists. Sanguinary collisions are anticipated.

Armenian Massacres Are Cause Of Arrests

(Reuter's Agency War Service)

Constantinople, April 4.—The police and Allied gendarmes have made some important arrests in connection with the Armenian massacres, including Halil Pasha, an uncle of Enver Pasha.

CHINA PEACE CONFERENCE REPORTS GOOD PROGRESS

Committees Appointed To Take Up Subjects Bearing On Administrative Question

The official communique issued yesterday by the China peace conference announced that much progress was made yesterday in the discussions of various subjects bearing on the administrative question. Several committees were appointed for the purpose of examining them, so that they may be more thoroughly discussed before any action by the Conference as a whole will be taken. It was 5 p.m. when the meeting adjourned.

Old Father Time Bested As City's Clocks Speed Up

Customs Timepiece Moves Ahead An Hour And Early Rising Becomes The Fashion

Good morning. Have you set the clock ahead? Last night while staid folk slept and the less somnolent were preoccupied with the intricacies of the fox-trot, waltz and one-step the hands of the official town timepiece in the Customs tower swept forward a full lap in advance of old Father Time and lopped an hour from the slumbers of the community.

Today Shanghai for the first time begins daylight conservation with the aid of the clock and those who failed to advance the hands of the household chronometer before retiring last night are apt to arrive at church this morning in time for the benediction. Comprehensive preparations for the change have been made during the past few days, however, and all indications point to the early worm's getting the surprise of his life.

The ceremony of changing the city's hours took place at the Customs House at midnight last night when the hands of the big timepiece on the front were due to wind rapidly round and register 1 a.m.

But the program went wrong. Instead of forging ahead in the correct left-to-right style the hour and minute hands did the retreat and brought up by spelling 11 o'clock. Whether it was a deep laid plot to upset the daylight saving system or whether the coolie bellman got his figures mixed was unascertainable at an early hour this a.m. Anyway it resulted in several frantic phone calls from subscribers living within eyeshot of the tower who wanted to know if they had misunderstood the idea of the system. The mistake was caught half an hour later.

A richa coolie cruising hopefully down the Bund observed the speeding indicators revolve about the illuminated dial with obvious agitation, then went rapidly away from there, casting furtive glances over his shoulder and across the Whangpoo as though he expected to see the dawn ahead.

REVOLT AT MURMANSK IS REPORTED AVERTED

Believed Enemy Is Planning New Offensive On Rail Front At Archangel

(Reuter's Agency War Service)

London, April 7.—According to later information from Murmansk, the immediate danger of a Finnish and Karelian rising has been averted.

London, April 8.—An official despatch from the British Headquarters in North Russia states that in the Archangel sector it is believed the enemy is preparing a further offensive on the railway front.

Ask For Volunteers

London, April 8.—The War Office has issued an appeal for immediate volunteers for the North Russia Relief Force which, it states, will consist mainly of trained soldiers, including many who have been demobilized and discharged.

Men re-enlisting must be fit for general service and over nineteen years of age. Ex-soldiers will be given their previous rank and the pay will be the same as in the Armies of Occupation.

The maximum period of enlistment is one year but no man re-enlisting will be kept longer than required for this special service, on completion of which all the men will be given two months' furlough on full pay. Disturbance Is Nipped

London, April 8.—An official despatch from North Russia reports: A disturbance by Chinese workmen in Murmansk yesterday was soon put down. The majority of the rioters were arrested.

Two attacks by Red Finns south of Segeja were repulsed. North Russian troops have occupied Gagnavok, on Lake Vigzero, capturing a Bolshevik patrol.

Clemency Shown Man Who Shot Clemenceau

President Poincare Commutes Cottin's Death Sentence To 10 Years' Imprisonment

(Reuter's Agency War Service)

Paris, April 5.—President Poincare has commuted the death sentence on Cottin, M. Clemenceau's assailant, to ten years' imprisonment.

INSPECTING THE NEW BABY



You can't always tell though. You know our forefathers said the same thing when Uncle Sam was born



CALIFORNIA IS URGED TO HOLD UP LEGISLATION

Lansing Wires From Paris That Introduction Of Measures Now Would Be 'Unfortunate'

(American Wireless To Reuter)

Sacramento, California, April 11.—(Received at French Wireless Station).—The secretary of the California Senate today received the following cablegram from Secretary of State Lansing:

"Your considerable cablegram in relation to the proposed land legislation in behalf of California and in regard to the landing of so-called picture brides has been received. I wish to express to your men on behalf of the President and myself our appreciation for your informing us of the bills which will be introduced in the State Senate."

"In view of the present situation in international affairs here in Paris it would be particularly unfortunate to have these bills introduced or pressed at the present time. There are other problems which would make such action very embarrassing."

"I sincerely hope you will inform the Senate of the contents of this cablegram and the earnest hope that no such legislation as proposed should be introduced or considered at this time."

French Measure Drawn For Eight-Hour Day

Bill Is Presented In Chamber Of Deputies By Minister Of Labor

(Reuter's Agency War Service)

Paris, April 9.—The Minister of Labor has laid down in the Chamber of Deputies a bill drawn up in agreement with employers and workmen's representatives limiting work in commerce and industry to eight hours only, or forty-eight hours a week.

Odessa Evacuated By Allied Forces

(Reuter's Agency War Service)

Paris, April 9.—A message sent from Moscow April 7 says that it is reported that the Soviet and Ukrainian troops have evacuated Odessa.

London, April 9.—It is officially confirmed that the Allies have evacuated Odessa.

King George Receives Sir Douglas Haig

(Reuter's Agency War Service)

London, April 8.—His Majesty the King received Field Marshal Sir Douglas Haig at Buckingham Palace this morning on the appointment of the latter as Commander-in-Chief of the Home Forces.

WILSON BELIEVES PEACE WILL SOON BE CONCLUDED

This Meaning Is Given To His Order For George Washington To Sail From United States

(Reuter's Agency War Service)

Paris, April 8.—President Wilson's order that the s.s. George Washington is to come over to Brest for his return to the United States means that in his opinion the main lines of a peace covering his principles can be settled within ten days; besides, his presence in the United States is urgently needed.

Washington, April 8.—The sailing of the s.s. George Washington has been altered from April 14 to April 11.

Fire Brigade Program Not Adjusted As Yet

Volunteers' Resignations Have Not Been Accepted; Unpaid Men Do Not Wish Allowances

No definite program has yet been arrived at by the Municipal Council in regard to the announced reorganization of the Fire Brigade, according to information available yesterday. The position at the present time is this: the Volunteer members of the Brigade have tendered their resignations, to take effect at the end of this month, but the Council has not as yet accepted the resignations.

The tender of the resignations followed the outlining of a scheme whereby the central departments of the Brigade would be taken over entirely by the paid staff, the Volunteers to take over at the new Hong-kew Station. The correspondence between the Council and the Volunteers has not yet been published and as yet the matter is sub judice. Therefore no extended comment is made upon it. It may be said, however, that the statements which have been given publication to the effect that the Volunteers feel they should be made certain concessions, such as allowances for quarters, light, indemnification for losses in clothing and the like, are entirely without foundation. As a matter of fact, as it will be remembered, in regard to the question of quarters it was at the express desire of the Volunteers that they pay for these. The question of allowances does not enter into the matter in the least.

POINTS ON WHICH PEACE CONFERENCE SPLIT CLEARED UP

Fate Of Kaiser With Saar Basin And Reparation Questions Decided

TENSION RELAXES

League To Supervise Coal District That France Asked For

NDEMNITY DECREE

Five Billion To Be First Of Series Of Payments Germany Must Make

(American Wireless To Reuter)

Paris, April 10.—(Received at French Wireless Station).—The Supreme Economic Council today adopted a resolution calling the attention of the Associated Governments to the extreme gravity and urgency of the present economic situation in Europe.

The Council of Four on Wednesday made a provision that the League of Nations shall exercise general supervision of the Saar Valley region for a period of fifteen years.

Kaiser To Be Tried

The Council of Four yesterday definitely determined on the responsibility of the German Emperor for the war and determined also on the means for bringing him to trial by one Allied Government, probably Belgium.

The decision of the reparations question, it is reported, decrees that Germany shall pay \$3,000,000,000 in the next two years and later Allied Ministers shall assess the remainder over a period of thirty years, beginning May 1, 1921.

Thus two great obstacles on the path to peace have been removed within the last twenty-four hours. The period of extreme tension over the inaction and failure to secure tangible results has been succeeded by renewed confidence over the great advance made to a permanent settlement.

Tariff Restrictions

The Council of Four on Thursday adopted the present provisional agreement for the most-favorable treatment by Germany for all Allied and Associated countries. It is decided that there be a single tariff of no tariff discrimination at all. Other restrictions are placed on Germany's tariff policy.

The details of the Rhine Valley agreement provide that the sovereignty over the district shall not be changed but that France shall have free of duty sufficient coal for the Lorraine district.

The special Peace Conference Committee on Western European boundaries, consisting of Andre Tardieu, Viscount Morley and Charles Hoskine, was called before the Council of Four today.

May Exchange Rates

(Reuter's Agency War Service)

Paris, April 9.—There are indications that the Peace Conference has decided to secure the extradition of the ex-Kaiser from Holland with a view to his future detention under restraint of the Allies.

Paris, April 8.—Mr. S. Honor Law has arrived to confer with the British delegates concerning the final terms of the preliminary peace treaty. His arrival is regarded as indicating that the actual decisions of the main points of the Treaty have been reached.

President Wilson has been received and attended the Council of Four today.

Wilson's Move Puzzles

London, April 9.—President Wilson's request to the authorities in Washington to hasten the departure of the liner George Washington has occasioned an extraordinary crop of rumors in Paris.

It is interpreted by the French press and American newspapers correspondents as an indication of his dissatisfaction with the course of the discussions and a hint that he is prepared to quit the Conference unless it gets back to the fourteen

points and the terms of this armistice, which he feels have been recently ignored.

On the other hand, Reuter's correspondent in Paris learns that the situation in America imperatively requires the presence of President Wilson, who is receiving constant appeals from his political supporters to return. It is pointed out that President Wilson's signature to the Treaty of Peace is not necessary, Secretary of State Lansing and Colonel House being fully empowered to represent him at the Conference.

Wilson Supports French Claims

Paris, April 8.—La Liberté declares that President Wilson is still confined to his bed but has adhered, through Colonel House, to the essential points of the financial claims made by France.

Paris, April 7.—It is expected that the question of reparations will be settled in another four or five sittings of the Council.

French diplomatic circles express the opinion that the Peace preliminaries may apply not merely to Germany but to other enemy countries.

Rumor Is Contradicted

Paris, April 8.—The rumor of the early departure of President Wilson mentioned by some of the American newspapers is absolutely contradicted. The transformation of the Bavarian Republic into a Soviet Republic is considered calmly by the French press, which only remarks that close union between the Allies is necessary.

Paris, April 9.—Le Temps publishes a letter from the Japanese deputy, Mr. Nakashima, insisting on the immediate conclusion of peace, including circumstantial stipulations concerning settlement of the questions of the frontier, indemnities and the punishment of perpetrators of crimes against the law of nations. A study of the question of the League of Nations would come afterwards.

Paris, April 9.—Germany will be asked to pay a sum of 11,000 million in 1919 and 1920. After 1920 an inter-Allied commission will decide upon the whole sum to be exacted from Germany.

Paris May Be Headquarters

Paris, April 9.—The Paris Municipality strongly supports the suggestion that Paris should be the headquarters of the League of Nations. The French Government is passive and is not taking sides in the matter.

Lloyd George On Indemnities

London, April 8.—Press Bureau. Replying to a telegram from the members of the House of Commons concerning indemnities, Mr. Lloyd George has telegraphed to Mr. Kennedy Jones:

"My colleagues, I mean to stand faithfully by all the pledges given to the constituencies. We are prepared at any moment to submit to the judgment of Parliament and, if necessary, of the country, our efforts loyally to redeem our promises."

'Mary's Ankle'

"Mary's Ankle" is a funny bone. It got twisted last night at the Lyceum Theatre before a big house which laughed every time either Mary or her admirers moved. Frankly, "Mary's Ankle" is the silliest thing I have seen for a long time as far as plot is concerned. It was just a series of situations created in order to carry many witty lines and call forth laughter. There is no doubt whatever that the crowd last night thoroughly enjoyed the show.

The piece is hardly big enough to demand any extended criticism. Most of the actors were very noisy, much more noisy than the scenes seemed to ask for, and yet every line scored. In the first act the run was slow and gave one the impression that the players were feeling for their words.

William Howard, as the Doctor created lots of amusement with his methods. Miss Florence Chapman made Clementine something that I have never seen. It was like nothing on earth, which means that at any rate it was original, and here again Miss Chapman got what I suppose a farce demands and that is plenty of laughter. Miss Ansonetta Lloyd was the young lady who had the ankle and a very nice one, too. She made most of the trouble but she did it so nicely that she was not only forgiven but she got a hubby into the bargain.

Gus Forbes and Frank Wilcox supported the Doctor so well that they gave him plenty of opportunities to cure the blues. They were excellent. Miss Molly Mallin did well as Mrs. Burns and she had support rendered by Mr. Reynolds. Dennison. Miss Valentine Sydney provided the most refined character part in the show by her portrayal of Mrs. Merrivale. All her work was splendid. Mr. Gordon Elyth made a belated appearance in Act Three and his costume and laugh almost made me think that I was as insane as G. P. Hampton was supposed to be. Oh, that giggle. Where did you get it from, and the color scheme!

"Mary's Ankle" will be repeated on Monday night and it is sure to meet with a good reception. It is all very funny but is all very trifling.

DANTZIG FREE CITY IS PROPOSAL OFFERED

Blockade Council Authorises Resumption Of Trade With Poland

(Reuter's Agency War Service) Paris, April 9.—There is talk of settling the Dantzig question by making Dantzig a free port like Hamburg, with a Customs union with Poland.

M. Paderewski at an early date will plead the cause of Poland before the Big Four.

M. Pichon has stated in the Chamber of Deputies that Poland was an ally and a faithful friend and the fullest support would be given to the definite constitution of Poland. This speech was greeted with loud cheers and M. Paderewski, who was sitting in the Diplomatic Gallery, bowed in acknowledgement.

(Reuter's Pacific Service)

Peking, April 10.—The following telegram has been received from the British Foreign Office:

The Supreme Blockade Council in Paris have authorized resumption of trade with Poland in the following terms. Its agreement with other Associated Governments His Majesty's Government have decided that commercial relations with Poland shall be free from April 1.

Attention of exporters is drawn to the fact that goods sent to Poland must be intended for internal needs of Poland and that connivance on their part at the re-exportation from Poland to any country with which the resumption of trade relations has not been approved will render them liable to prosecution.

All goods intended for shipment to Poland via Dantzig must be consigned in the first place to the order of "Inter-Allied Relief Administration, Dantzig" for account of the actual Polish importer as subconsignee. Duplicate shipping documents should be forwarded to "Relief Administration, Dantzig."

Chinese Gunboats On Border Duty

Three Vessels Detailed To Amur River Owing To Mongol Menace

Admiral K. K. Lang, Chief of the Admiralty, yesterday despatched the gunboats, Chutung, Chiba and Chuchien for defense work along the Heilungkiang in view of the Mongolian menace. The action was taken in compliance with the request of the Ministry of Navy.

SIBERIA MAY ABOLISH KERENSKY BANK NOTES

Measure Planned By Financial And Industrial Elements With Ministry

(Reuter's Pacific Service)

Harbin, April 11.—From news received through the Russian Telegraph Agency it is learned that at a meeting of the Ministry of Finance, at which were present representatives of banks, industry and commerce, co-operative societies and members of the stock exchange, a bill was projected with the object of abolishing Kerensky bank notes of twenty and forty roubles, this project is being laid before the Cabinet Council.

It is suggested that from May 1, these notes be no longer accepted by Government institutions and private persons. Until July 1 notes will be exchanged at one-half their face value during six months the other half to be regarded as a loan to be repaid within twenty years, payment to begin from July 1.

The news is causing a great panic among the local population.

Letts And Bolsheviki Reported In Battle

(Reuter's Agency War Service)

Copenhagen, April 9.—The Lettish headquarters announces that a big battle between the Letts and Bolsheviki near Schöck resulted in the repulse of the latter. An attempt made by the Bolsheviki to capture Mifau failed. These attacks are believed to herald the beginning of a great Bolsheviki offensive against Lettland and Lithuania.

JUTE TRADE UNRESTRICTED

(Reuter's Agency War Service)

London, April 8.—Dealings in jute are now unrestricted.

Chinese Business Woman Here, First Of Her Kind

Miss Inez Phang Comes To Shanghai To Establish Her Father's Interests

In all her 4,000 years of history China never has boasted a business woman. Even with the advent of Western ideas, girls of China do not embark on business careers and Inez Beatrice Phang, a Chinese girl who comes here from Balacava, Jamaica, will probably be the first.

Although she is Chinese this is her first trip to this country. Her father has never seen China. Her grandparents came from Kwangtung.

Born in Balacava 21 years ago and educated in Jamaica and the United States, Miss Phang's idea of the position and career of a Chinese girl differ from those of both old and new China. She believes that girls of China should play an important part in the business development of the country as do the men.

She comes here after acting as general manager for her father's business throughout Jamaica and a trip through the United States to visit the agencies of her father's business. Miss Phang will make a comprehensive survey of business conditions here and plans to open a branch of her father's firm to do general export and import business.

Her father, Charles Phang, is the richest Chinese in Jamaica. He owns and operates large corn meal mills, does a large general import and export business and the wholesale house in Balacava supplies staple products to the 35 branches and agencies throughout the British West Indies.

Before Miss Phang finished her high school course she joined her father in the Balacava office made a study of the entire business and succeeded by well that two years ago she was named

A Feminine Taipan



Miss Inez Beatrice Phang

general manager of her father's extensive interests.

She then went to New York City to arrange for expanding the Phang interests in America and to inspect the company's agencies. While in New



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CIVIL SERVICE PLANNED BY TOKIO FOR KWANTUNG

Baron Hayashi's Appointment As Governor Probably Will Also Be Announced

(Reuter's Pacific Service) Tokio, April 11.—An Imperial ordinance handing over Kwantung administration to the Civil Service will be promulgated tomorrow.

It is also expected that Baron Hayashi's formal appointment to the Governorship will be announced simultaneously.

The duties of the military will be concerned purely with the duties of garrisoning the territory and will

have no concern whatever with the local administration.

Tokio, April 12.—Baron Hayashi has been formally appointed Civil Governor of the Kwantung Leased Territory. Mr. Ryutaro Nomura, the well known engineer, has been appointed President of the South Manchuria Railway, and Lieut.-General Tachibana, Commandant of the Garrison of Kwantung.

\$25,000 FOR CHAMPION BULL

Record Price Is Given For Famous English Short Horn

London, February 23.—The highest price ever recorded in England for a short horn bull was paid yesterday, \$25,000 being given for the champion, Gartley Lancer I. The previous record was \$23,700 in 1876.

Merchants—

A World-Wide Conference of Buyers

will be held at

EXPOSITION of HOSIERY and UNDERWEAR
PHILADELPHIA, U. S. A.

in JUNE next by the

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It is the desire of the United States Government and the Pan-American Union to weld together a bond between North American manufacturers and Overseas buyers. The Exposition has the unqualified support and endorsement of the officials. By it the mer-

chant abroad can inspect and purchase at first hand, for shipment on his own account.

You are particularly requested to attend. The Exposition will open during the first two weeks in June, 1919. A reception committee will be in attendance.

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C. B. CARTER, Secretary

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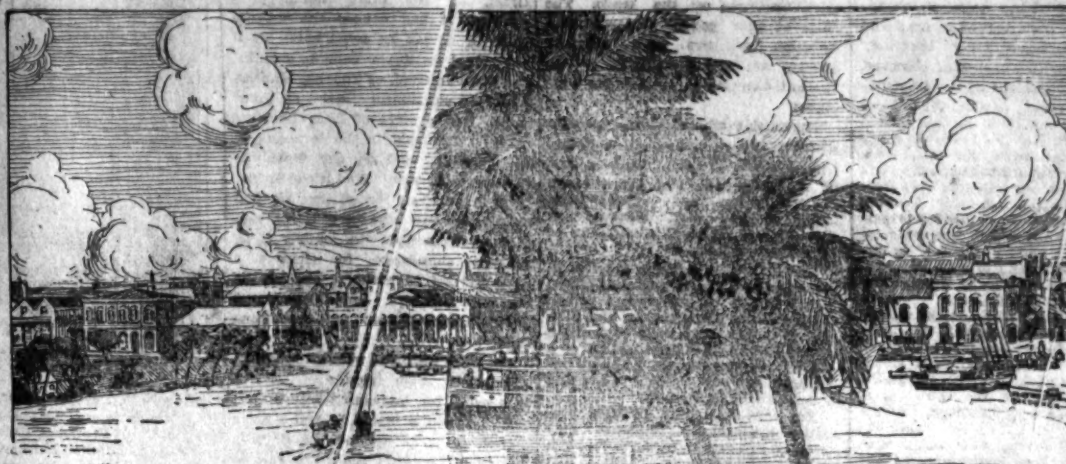
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Exit John Barleycorn; Lady Nicotine Next?

Having Despatched The Bottle, American Reformers Are Now Turning Their Attention To The Noxious Weed

Although "the creaking tumbrel which carried King Alcohol to the gallows has been turned around and started back after Lady Nicotine," the Cincinnati Times-Star observes, newspapers cognizant of the tremendous and increasing demand for tobacco in both civil and military life do not seem to think that her Ladyship needs to prepare at once for execution. "The Nineteenth Amendment that will tear away so many valuable lives from the dragon-clutch of the Tobacco Devil is," the Pittsburgh Leader is confident, still "far, far in the peaceful future." "A match, please!" is one editor's cheerful way of dismissing the idea that he may soon be deprived by law of his cherished cigar.

Yet a leading Antagonist of the tobacco habit warns us that "the anti-nicotine crusade is not to be considered with levity." The New York Evening World agrees that "it's no joke"; the crusade "is, on the contrary, to be considered with profound seriousness as a warning of the tragic extremes of anæmia and palsy with which the robust institutions of the country are menaced since it became possible to write sumptuary laws into the Constitution." Such a dynamic personage as Billy Sunday is reported to have said: "Prohibition is won; now for tobacco." Press writers note the growth of such organizations as the No-Tobacco League and anti-tobacco activity on the part of certain leaders in such influential and militant bodies as the Anti-Saloon League and the Woman's Christian Temperance Union. Prof. F. W. Roman, author of the booklet, "Nicotine Next," is quoted as saying that "the evils of tobacco are greater than those of liquor." The Washington Post takes pains to caution its readers in particular not to laugh at the anti-nicotine movement, for "anti-cigar leagues have been formed in several States, among them Ohio, and the number is growing." Anti-cigar laws in some Western States have, it has been admitted, failed of enforcement. The Rochester Herald quotes a campaigner against the tobacco habit as saying "the fight against the cigarette will be harder than that against gambling, swearing, and other evils, because many women as well as men indulge in cigarettes." But past failures and the new additions to the ranks of the smokers have only stirred up the foes of tobacco to greater zeal. The Dearest News, speaking for the dominant religious body in Utah, praises Colorado Prohibitionists for declaring for the national prohibition of cigarettes and predicts "in view of the success of the great fight against the liquor traffic, that the same measure of success against the despicable and deadly cigarette will eventually be achieved." Anti-tobacco workers have been especially active in Indiana, where a bill has been introduced in the legislature to make any tobacco-user ineligible to public office. One member of this legislature has voiced his sentiments in a speech quoted in the daily papers:

"Smoking in all public places, including depots, all places where people have to go to conduct business, stores, barber shops, and offices, and in the streets where people have to pass, should be absolutely prohibited, not merely to the extent of imposing a little fine, in which case the State becomes a partner in the wrong, but by imprisonment at hard labor, that will really make the law effective. A cigarette fiend, a cigar fiend, or a pipe fiend, neither has any moral or sanitary right to put himself in a position where people have to come into his presence to do business. No tobacco fiend has any right to pollute the air another breathe. This savage filth must cease in our boasted civilization."

A New Jersey organ of the liquor trade has quoted a few of the most striking arguments of anti-tobacco campaigners as follows:

"One million four hundred and fifty thousand acres of good, productive land will this year be wasted in growing tobacco unless you prevent it."

"The land could supply every grain need of our nation and its allies. The labor could supply every labor shortage in America."

"Tobacco lessens mental efficiency by over 10 percent."

"It causes deafness, blindness, cancer, tuberculosis, insanity, apoplexy, dyspepsia, hardening of the arteries, and heart-disease."

"It impoverishes men."

"It lowers the working-power of the human muscle by a large percentage."

"It causes a large percentage of our destructive fires."

"Infants in cradles have been killed by the tobacco smoke of their fathers."

"Congress has voted to prohibit a percent beer. Why not prohibit tobacco?"

In a pamphlet issued in connection with the campaign of the Non-Smokers' Protective League, Dr. Charles G. Pease has declared that there will be an element of defeat in our victory over Germany "if those who are fighting for the liberty of the race are themselves enslaved to the tobacco vice." (Dr. Roman's book, "Nicotine Next," which has been taken up as a text-book for the National Woman's Temperance Union, calls attention to the waste of land in the production of tobacco, the injury to the health of tobacco-workers, the destruction of property by fires started by smokers, injurious physical and spiritual effects of tobacco; and he asserts that the immensely increased use of tobacco in the army and its acceptance as a ration by the War Department are due, at least in part, to a great campaign by the tobacco interests. Much stress is laid on the necessity for a campaign of education about tobacco which is reminiscent of the "moral-suasion" period in the temperance movement. Wide publicity has been given to the conclusions of

certain Y. M. C. A. investigators whose experiments have led them to conclude that "smoking raises the heart-rate and the blood-pressure markedly by delays the return of the heart-rate to normal after exercise, and impairs neuromuscular control."

One of the most notable admissions of the seriousness of the movement against tobacco comes from Tobacco, a leading organ of the trade. The editor of this paper declares that "heedless smokers and careless spitters" are giving valuable aid to "the anti-nicotine shouters." He concludes:

"The smoker who recklessly tosses a lighted cigar-butt or cigarette-stub into a place where it might cause a fire, the untidy chaffer who bespatters a floor with saliva and tobacco-juice, fellows of that sort, however unwittingly, are constant stimulators of anti-tobacco agitation."

"The man who defiantly smokes in places where smoking is forbidden, the smoker who is utterly rude, a person showing entire disregard for the feelings of others, may help opposition to tobacco; an ill-judged action of a user of the weed could be more injurious than any speech reiterating his antipathies of an 'anti.'"

"However safe from possible prohibition the tobacco industry may seem itself, recent events make it prudent to take certain things into consideration."

"Failure to exercise restraint caused the liquor business to be unpopular."

"Objectionable things done by individuals under the influence of liquor were the chief arguments for the prohibition of the liquor traffic."

This editor insists that tobacco is of an evil, rather—

"Because it promotes contentment, tobacco becomes a blessing to those who use it properly. Tobacco is not associated with excesses as liquor is. A man might smoke too many cigars, it is true, but then, even the most vicious anti-tobacco agitator wouldn't expect the smoker to go home and 'eat up' his family. The purchase of a can of smoking tobacco seldom leads to arrest for disorderly conduct. In most cases, indulgence in tobacco makes one calmer and more peacefully inclined."

With these sentiments we find the writers of many newspaper editorials in hearty agreement. Among them we may note such an avowed enemy of

strong drink as the New York Evening Journal. "As more Americans smoke more tobacco than ever before in the national life," the Syracuse Post-Standard "can't see where the prophesies of a denicotined nation will begin." The Lincoln Nebraska State Journal reminds us that "the war which precipitated the downfall of alcohol has had just the opposite effect, on the other hand, upon nicotine, it has caused the tobacco habit to spread as remarkably as it has caused the liquor habit to shrink." The State Journal, of Topeka, Kansas, describes eloquently and at great length the services of Lady Nicotine on the battlefields, in the trenches, in the hospitals, and on the deathbeds of the present war. And it concludes:

"It is sufficient for us that we had tobacco for our boys in uniform, and that we were able to supply it in sufficient abundance to those who went 'across' to make it one of the mightiest factors for magnificent morale in the history of armed conflict."

Not only war, but even prohibition, is cited by some friends of tobacco as a cause for increasing future consumption of the "weed." And a cigar manufacturer is quoted in a trade journal as noting that the sale of cigars has always increased in dry territory and predicting a phenomenal expansion of the cigar business when nationwide prohibition goes into effect.

There has been some discussion as to whether the prohibition-workers, having vanquished John Barleycorn,

will now turn with equal zeal to throw out Lady Nicotine. As the Chicago Tribune sees it, "moderate opinion in the prohibition organization declares against interference with tobacco; radical opinion inclines to action against this other drug." It thinks that moderate opinion will prevail, and it calls attention to this statement by Dr. Clarence T. Wilson, General Secretary of the Methodist Episcopal Board of Temperance, Prohibition, and Public Morals:

"The desperate effort of the outlawed liquor traffic to make credulous

Wilson Appoints Garvin Alien Property Head



Francis P. Garvin, of New York, has been appointed by President Wilson as Alien Property Custodian to succeed A. Mitchell Palmer, who becomes Attorney-General, according to a report from Washington. Mr. Garvin has been Director of the Bureau of Investigation in the custodian's office and has been largely instrumental in ferreting out enemy interests in many corporations throughout the country.

people believe the victorious prohibitionists will now demand a constitutional amendment against tobacco, not to mention dancing and failure to attend Wednesday evening prayer-meeting is the limit of hypocrisy. "There is not now and will be no movement to secure prohibition of tobacco, except perhaps its sale to minors."

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No. 4 Canton Road

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Now showing

a choice selection of

Spring Suitings

including Light, Medium and Dark Grey Flannel, also The Genuine Palm Beach Cloth, Alpaccas in Black, Blue, Grey and Farcy. Gabardines and Rain-proof materials in a good variety.

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New stock, self-filling Waterman Fountain Pens.

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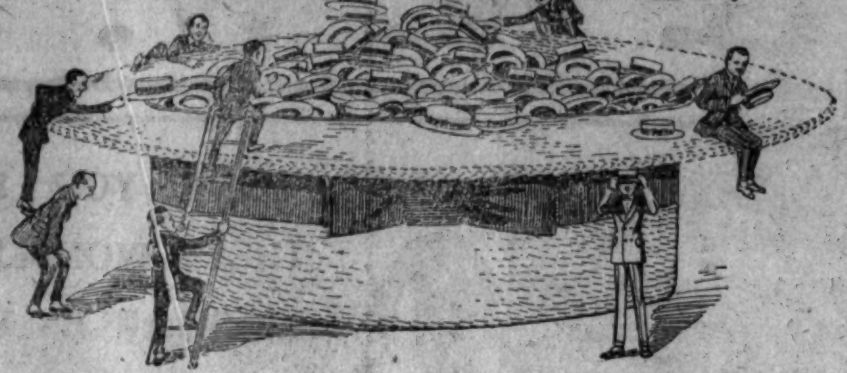
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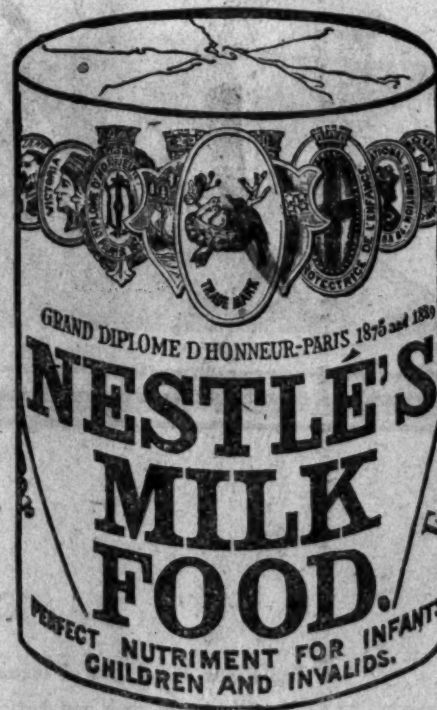
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at the well-known
Hat Specialists
SILBERMAN'S

Now showing the very latest in
Gent's Straw Hats for Easter;
15 different Styles to select from.

Call early and get your pick at
SILBERMAN'S
DRAPERY & OUTFITTING STORES
(Opposite the Astor House)



A Nourishing Food
easily digested

Doctor's Opinion:—

"In all cases both young and old suffering from digestive derangement and irritation and weakness of the alimentary canal, I have found it of the greatest use; and I have been more than satisfied with the excellent results in giving it to delicate children and to mothers where the quality of the breast milk was poor."

"The only food that the stomach could retain"

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DRY CHAMPAGNE



The Imprisoned
Laughter of the
Peasant Girls
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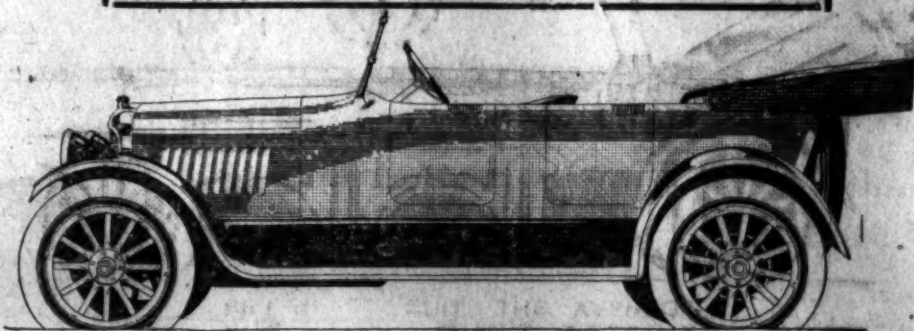
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BRISCOE

THE CAR WITH THE
HALF-MILLION DOLLAR MOTOR

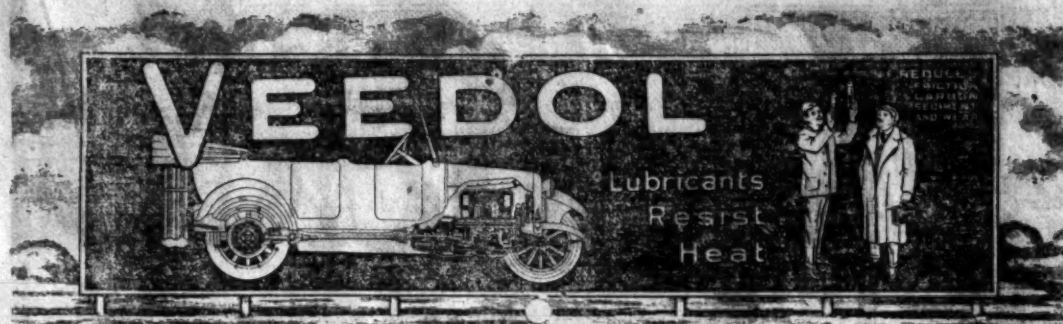


PRICED TO SUIT THE AVERAGE
PURSE, BUT BUILT TO SUIT
THE MOST EXACTING USER.

IT WILL REALLY PAY YOU TO CON-
SIDER THE BRISCOE CAREFULLY.

Briscoe Touring Cars, five-passenger, completely equipped including two extra tyres, carried in stock. Free demonstration.

99% BRISCOE BUILT



THE STORY OF A FAMOUS TEST

VEEDOL is not merely an ordinary oil made better. It is chemically different from other lubricants, and is made by the Faulkner process, a method exclusively developed and practised in the Tide Water refinery.

By this process, Veedol is made to resist the intense heat to which it is subjected in the engine. This heat, ranging from 200° to 1000°, quickly breaks down ordinary oil, and causes it to deposit a black sediment. Thus ordinary oil deteriorates quickly, loses its lubricating value, and besides requiring frequent replacement, causes friction and wear in the engine as well as considerable loss of power.

To impress the motoring public with these important facts, it has been a consistent part of the Veedol policy to constantly feature its famous Sediment Test, showing the extremely small amount of sediment contained in Veedol after use, as compared with ordinary motor oils.

This Sediment Test will be continued as the basic idea of our selling and advertising policy.

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"Emblem" is built to serve and always gives satisfaction.

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Dong Chong Bicycle Co.

P. 346 NANKING ROAD



KING

EIGHT CYLINDER



The exact models, as shown in the New York Automobile Show, are due to arrive shortly.

King Limousine—King Foursome (with Victoria Top)

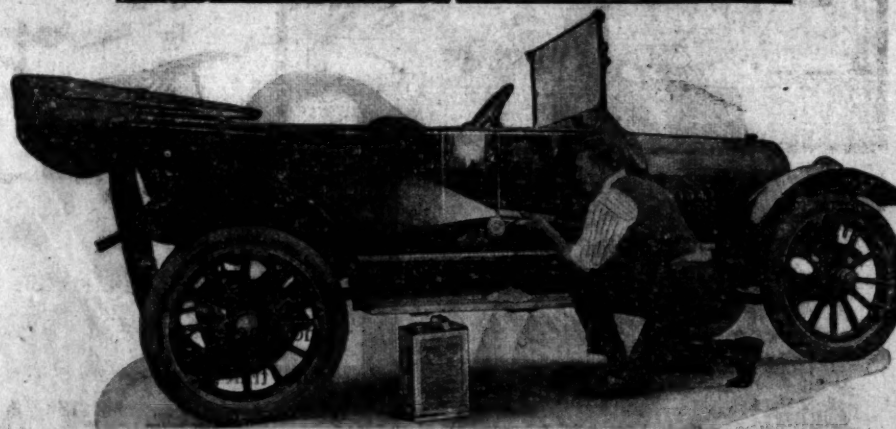
King Touring—King Three - Passenger Roadster

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SPRAY ON—WIPE OFF—THAT'S ALL



MOTORISTS!—Do not neglect this opportunity of investigating WONDER-MIST and making your car look like new. You can always retain the original lustre and polish of your car if you use WONDER-MIST. It is a masterly blend of 14 fine oils so mixed that the product will give highest efficiency as a cleaner and polisher. WONDER-MIST has been adopted by many motorists in China with great success. There are numerous others, however, who have not tried its sterling qualities because the last shipment was entirely sold out. A new shipment has just been unpacked and motorists are again assured of our best attention.

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Through nearly half a century, the old, world-renowned House of MENNEN has been making Talcums. Year after year it has been their unswerving ambition to supply their friends among men, women and children the best Talcum that could be made. Year after year it was found that the original formula could never be bettered.

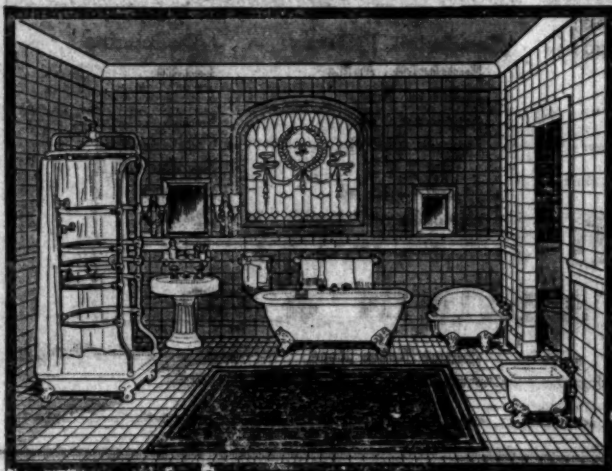
We believe that we are offering you now the best talcs to be had anywhere, at any price, of a quality that is certain to be appreciated by those who use talcs intelligently and for the many purposes for which they are intended.

MENNEN MAKES

Borated Talcum (Baby's best friend), Violet Talcum (Milady's favorite), Seng Yang (A breath of Japan), Flesh Tint (delightful for those who desire a natural color), Talcum for Men (the most appreciated Talc among men) as well as a host of other varieties which include Mennen's Cold Cream, Cream Dentifrice, Ruvia (takes the odor out of perspiration), Tar Shampooing Cream, etc.

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SANITARY AND PLUMBING FIXTURES

Are incomparable for their quality and design. They have that which is essential—lasting qualities.

Sanitary Engineers and Architects have adopted the "Standard" in China simply on its merits. If you think of building a home, or if you have already decided on it, consult your plumber or architect about "Standard."

The Standard Sanitary Mfg. Co. makes everything for the home, hotel, club or school. Those interested will find it to their advantage to investigate "Standard."

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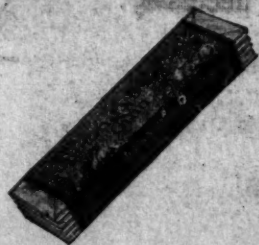
BESTOL DENTAL CREAM

MAKES TEETH WHITER

I like the laughter that opens the lips and the heart—that shows at the same time pearls and the soul.
—Victor Hugo.

To have white and strong teeth, it is essential to use a Dental Cream which really makes teeth white and strong. Bestol is such a perfect Dental Cream and has been so successfully used, that no matter in what condition your teeth are, it will always tend to whiten and strengthen them. To mothers: Prolong the life of the child's first teeth with Bestol; it makes the second teeth stronger.

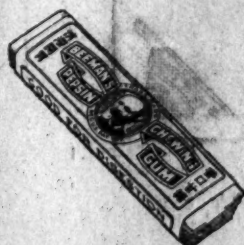
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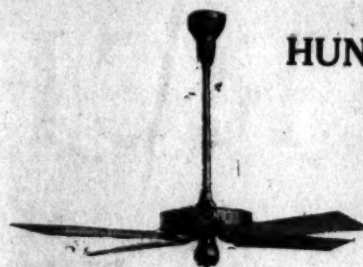
BEEMAN'S PEPSIN CHEWING GUM
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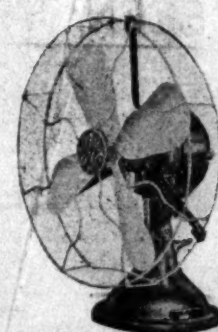
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Manufacturers of high-grade alternating and direct current non-oscillating and oscillating fans, also of alternating current ceiling fans in all voltages. There is a type to fill every requirement. The Ceiling and Desk Fans shown herein are the highest exponents of engineering skill and manufacturing perfection.

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Manufacturers of Tungsten, Gem and Carbon Incandescent Lamps for all purposes. Made in various styles, and long life guaranteed to every lamp.

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News Briefs

Mr. A. L. Flude, of the lecture department of the Y. M. C. A., who has been serving with the troops, will address the American Song Service at the Palace Hotel at 6 p.m. today on "The Religion of the Road." A program of special music has been arranged.

The Sunday Service League announces that today's meeting will be held at 6 p.m. old time, and that the meetings will adopt the new Shanghai time beginning April 20. Today's meeting, to be held at 120 Szechuen Road, will be addressed by Prof. C. H. McCloy of the Y.M.C.A. School of Physical Education, who will speak on "Riveting the Dynamo." There will be special music.

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mrs. J. J. Hogg, Messrs. Edward Evans and Sons, Ltd., C. S. Reading Room, O. K. Club, Tientsin, Shanghai Library, American Red Cross, Rev. C. P. Viking, F. L. Marshall, E. G. Barrett, W. J. Milne, M. J. Weiss, K. K. Johnson, Russell Bassett, L. G. Westcott, E. Loureiro, and "Anon."

Mel Lan-fang, the best-known female impersonator in China, will leave for Tokyo on April 21 in fulfillment of a contract calling for 12 performances of Chinese plays in the Japanese capital. It is believed this is first time a Chinese professional actor will appear on a foreign stage. The contract was signed on March 28 at the Japanese Legation, Peking. For his services and those of his troupe, consisting of 33 men, Mel will receive \$35,000 under the agreement with extra traveling expenses.

An extraordinary general meeting of the New Engineering and Shipbuilding Works, Ltd., will be held at the Tangsue Insurance Building, 25 The Bund, tomorrow afternoon at 4:30 o'clock.

Creditors of the Shanghai Land and Building Co., Ltd., will meet at the office of Messrs. Seth, Mancel and Co., 38 Klansue Road on the afternoon of April 23 at 4 o'clock.

Southern papers announce the engagement of Mr. D. Reichelmann and Miss Clarice Roberts of the Government Civil Hospital, Hongkong.

A graduating recital will be given in the Moore Memorial Chapel, McTearns School, Hankow Road, on the evening of April 25 at eight o'clock. The graduates are the Misses Chang E-tung, How Mo-ll, and Zee Yuh-sung.

Captain Juan Gilbert of the U.S. Shipping Board steamer Quanta, wrecked off Taiwan, Philippine Islands, on Christmas night, was found responsible for the wrecking of the steamer and a recommendation that his license be cancelled has been made by the Board of Marine Examiners which investigated the circumstances. The Secretary of Finance of the

East China Intercollegiate Basketball Champions



Going through a schedule of ten games without meeting a single setback and winning the East China Intercollegiate Basketball title, St. John's University boasted one of the best quintets in years. The five won all the games except one with ease, beating Nanyang College in the title series by a 14-13 score after a great fight. St. John's won from Baptist College by a score of 45-11 and defeated Soochow University 35-13. In the East China series St. John's scored 94 points in three games.

Philippine Islands must concur in the finding to make it effective. The steamer was under charter to The Robert Dollar Company.

Shareholders of the Taping Rubber Estates, Ltd., will hold their sixth annual general meeting at the office of the agents, Messrs. Hopkins, Dunn and Co., Ltd., 17 Avenue Edward VII, on the afternoon of April 29, at 4:30 o'clock. The transfer books will be closed from April 25 to April 29, both days inclusive.

Shareholders of Messrs. J. Llewellyn and Co., Ltd., will hold their annual general meeting tomorrow afternoon at 4:30 o'clock at the office of Messrs. A. R. Burkill and Sons, Kiangsi Road.

A Chinese police constable, attracted to 20 Purdon Road by three shots fired by armed robbers, arrested one of the six who entered the dwelling house last night and stole jewelry valued at about \$200. The six men entered the house, held up the inmates and fired the three shots to prevent the collecting crowd from following them.

The Municipal 7 percent loan issue of 1919 is now ready and applications for debentures are invited. Forms may be obtained from the treasurer of the Finance Department, 24B Klansue Road, to whom all inquiries should be addressed. The debentures will be issued at 95 percent until further notice and will be redeemed on December 31, 1929.

Japanese Will Raise Flax In Manchuria

And Plan To Develop Hemp Weaving Industry Along River Liang

The hemp weaving industry is being developed by Japanese capitalists in Manchuria. In their opinion Manchuria has a great possibility as a hemp and flax producing district. Weavers can easily get their raw materials. It also offers a good market for their products.

Japanese capitalists have already started a mill. Another is now in course of flotation. According to the promoters, the alluvial plains along the river Liang are good country for hemp. The Northern districts are also good for flax. Among the river a big acreage under hemp is noticed already with the possibility of it being enlarged. A rough estimate of the acreage at present is 5,000,000 chobu.

The Japanese capitalists intend turning out coarser yarns and cloth for the present and in their opinion Manchuria can consume more than \$45,000,000 worth of the coarser goods annually.

It is planned by Japanese capitalists to use North Manchurian flax to manufacture linen. North Manchuria is known as good flax producing district, and if capital is invested in flax farming the production can be increased materially.

Today's Concert Program

The Moscow Trio and the Municipal Orchestra will give the following program at the Town Hall this afternoon, beginning at 5 o'clock:

1. Overture Casian
2. Trio for Piano, Violin and Cello Saint-Saens
- (a) Preamble
- (b) Menuet
- (c) Intermezzo
- (d) Finale

- (The Moscow Trio)
3. Rhapsodie No. 2 Liszt
4. (a) Morning Mel Bonis
- (b) Evening Mel Bonis
- (The Moscow Trio)
5. Suite de Ballet Grety
- (a) Tambourin
- (b) Menuet
- (c) Gigue

A. de Kryger, Conductor-in-Charge.

THE O.S.K. NEW LINE

The O.S.K. will open from this month a new line from Koolung to Bangkok via Hongkong, Saigon, and Singapore. One ship will be sent every month, and two ships of 3,500 tons each will be put on the line. This new line is subsidised by the Formosan Government in order to develop the trade between Formosa and French Indo-China, China and Siam.



A French Remedy for all irregularities. These are of various kinds and are caused by the action of the digestive organs. The remedy is a French preparation of the highest quality. It is a French preparation of the highest quality. It is a French preparation of the highest quality.

Vacation School Idea Is Being Pushed Here

Dr. R. G. Boville, Head Of International Association, Comes To Shanghai

The Rev. Robert G. Boville, international director of the International Association of Daily Vacation Bible Schools, is now in Shanghai on his tour of the Far East in the interests of his association. He came here from the South, having already visited Hongkong and Canton and planning to go to North China and later to Vladivostok.

The object of the association is to provide schools for children during their vacations in which they may be under the same supervision as in their regular schools. For such schools, or rather welfare centers, it is preferred that church buildings be used, since they are idle throughout the week. In addition to games and various other kinds of recreation there is instruction in the Bible. Teachers are recruited from college students who also are idle for the summer.

Dr. Boville has already succeeded in getting the work started on a considerable scale in Japan, and has made some beginnings in China as well. Miss Boone's school and that

of Professor Daniel H. Kulp in Shanghai are representative of the work here, while Hangchow and Canton also have a part in the movement.

To Purchase Goods From Orient Direct

United States Plans To Eliminate European Middlemen In Future By Proper Financing

The United States is taking active steps for the promotion of her export trade and in this campaign the Government will have an active part.

An official message received in Tokyo states that in the new report from the Foreign and Domestic Commerce Bureau, it is reported that the United States has bought Eastern goods through Europe so far but that henceforth the United States will import Eastern goods direct from the East in American bottoms.

In the United States credits to the East will be established to settle the accounts accruing from America's exports to the East. This change will secure for Americans the profit European shipowners and financiers have obtained heretofore.

The same report also states that in investing surplus capital in China the United States can not only get interest

securing therefrom but may gain an additional profit by increasing her export to the East which will inevitably follow the growing credit to China.

The War Finance Company which has been empowered to advance capital to the extent of \$1,000,000,000 for the promotion of exports, is drafting a regulation for loaning. An official message states that Europe is anxious to buy from America but the lack of funds for settling its accounts prevents it from urging her demand for American goods. The company plans to give financial aid to exporters in their endeavors to sell American goods on credit to Europe.

Belgian War Fund

The following statement of sums recently collected for various Belgian War Funds is issued by Mr. D. Siffert, Consul-General for Belgium: Belgian Red Cross Fund

Ninth Contribution of the British Flower Shop \$200.00 = Frs. 1,879.50, transferred on April 4.

Belgian Orphan Fund
Messrs. D. S. Oublay, Tia. 16.15, D. Dumont (Suchow) \$10.00, Tia. 16.18 + \$10.00 = Frs. 148.95, transferred on April 4.

Belgian Wounded Soldiers
Mr. D. Dumont (Suchow) \$10.00 (Mars) = Frs. 48.00, transferred on April 4.

"MY FRIEND TOLD ME,"

said a lady visitor at our store the other day, "that I could get all kinds of nice things in your place."

She was right; but why wait until your friend tells you? Why not come down to our store and make that discovery for yourself?

Some of the recent arrivals:

Wholesome Appetizing Breakfast Foods	Delicious Sandwich Fillers	American Delicacies
Corn Flakes	Sandwich Paste	Clams
Grape Nuts	Sardine Paste	Clam Juice
Ground Rice	Sandwiches	Clam Chowder
Oatmeal	Peanut Butter	Pickled Eels
Post Toasties	NUTS	Smoked Eels
Rolled Oats	Brazil - Hazel	Lobsters
Wheat Krumbles	Almonds - Pecans	Oysters

I. SHAININ & CO.

100 Szechuen Road ——— Corner Jinkee Road ——— Phone: C. 1483
Things taste better when our "F. F. F." Coffee is used.

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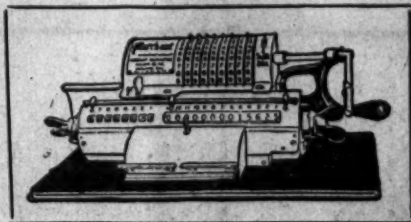
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Trading With China

Mr. O. R. Morse of the Shanghai branch of the Yourovetta Home and Foreign Trade Company, Inc., of New York has an interesting article on "Trading with China" in the February number of the Yourovetta Review, the house organ of that company, which has just been received in Shanghai. Mr. Morse's article follows:

A peculiar country is China, as different from all other countries, so far as American foreign trade is concerned, as it can well be.

China has a population of 400,000,000, seven times that of all South America, and two-thirds of her inhabitants live in one-third of her area, generally concentrated along the seacoast and water ways. Its area is one-third larger than that of the United States.

Her foreign trade has increased fivefold within the past thirty years, and she is awakening very rapidly to the stimulus of foreign, especially American, commercial influence. She is being educated, gradually and surely, to the use of modern machinery and manufactured products—a willing and resourceful buyer.

But she is hard and peculiar to sell to. Not because she does not want foreign goods (she needs them) but because her natural trade psychology and her methods of doing business are so strange to the foreigner, particularly to the American manufacturer.

Here, let me say, is the rock upon which many American manufacturers have wrecked their Chinese selling efforts in the past. To my personal knowledge American concerns have often tried to sell direct to the Chinese merchant. They have sent salesmen to introduce their goods, sometimes they have given orders, but only in few instances has any considerable business developed.

There is a hard and fast way of doing business with China. It is not by direct sales to the Chinese merchant. He is not used to it, and, as he has constantly shown, he does not want it. He prefers to buy from the established representative in China of foreign manufacturers. He does not care to be bothered with c.i.f. quotations, shipping documents, import duties, claims and bills of exchange. He wants to get his goods on the spot, to pay for it and take it away.

Foreign manufacturers who do business with China have recognized and yielded to the force of this Chinese habit and have found the most advantageous solution in granting exclusive representation to established houses in China, who know the trading habits of the Chinese, who speak their language and can take advantage on the spot of arising opportunities and conditions. This is true not alone of American export manufacturers. The Germans, then whom there have been no more successful traders with China, have adhered strictly to this way of selling to that country. And so have the English and the Japanese. The salesman from a foreign country is by far less effective than the established representative who, by their actual permanent location in China and close association with the business there, have the confidence and standing which mean so much in that country.

The comprador is the mainstay of business in China. He is himself a Chinese and a specialist in his line against whom a foreign salesman has an uphill battle—and a futile one too, as many instances show. Under the conditions prevailing there, he is an absolutely necessary element. He is financially sound and stands responsible (seldom failing) for the value of his sales to the Chinese merchant. He certifies to the quantity, kind and prices of the goods he sells, thus relieving foreign manufacturers and his representatives of any claims later made (and constantly made) by the local dealer for shortage, leakage, condition, etc.

Credit ratings in China are far from being generally reliable. But the comprador, carefully watched, of course, by the foreign manufacturer's representative, knows intimately the personal habits, financial ventures and ups and downs of every dealer in his line and territory and he seldom loses out on his sale. Indeed, since he is responsible financially, and invariably makes good, he has to be up to the minute to protect his own interests.

Through him new lines are introduced most easily—though the introduction of new products is by no means easy. Since the Chinese dealer prefers to buy from the comprador, the latter must learn the new line and become a specialist. He is a shrewd, alert business man and learns quickly.

In buying from China the safest

medium which long experiences has developed is again the local representative of the foreign buyers. To buy direct means to face chances which buying from European countries does not involve. The local representative, buying through the comprador knows where to buy at the best prices and terms. The Chinese producer, like the Chinese dealer, has a natural aversion to the technicalities of foreign trade. He wants to sell his goods to somebody he knows, get his credit documents and be through with the transaction. He does not want responsibility for the stuff after it leaves his stock. The comprador buys from him for the local representative and is responsible for any claims.

If you have bought from China to any extent you must have had claims. I know of a concern who had bristles sent from China to the United States, properly packed, sealed and shipped. Upon arrival at the Pacific Coast, some of the cases were found to contain—ashes. Somewhere, before the cases left China, someone had substituted ashes for the bristles, cleverly resealed the seals and so fixed them up as to defy suspicion until the cases were opened. The concern in China, having the comprador's certification as to the nature and quantity of the contents, were in a position to make good the claims. So it goes with claims of every kind.

Will the compradores do business with the manufacturer or buyer in a foreign country? Not at all. He shares the Chinese faith in "seeing is knowing." Distance and technicalities of foreign sales and purchases he shies clear of. He knows the local representative and if the house has a good, sound reputation, serves it most faithfully.

It is evident that the granting of exclusive representation to a reliable house in China is the most effective and most profitable way of doing business with that country.

Let me say here that Americans enjoy a most enviable reputation in China and throughout the Far East. Our goods have been found first-rate and worth the price we charge. Chinese dealers have faith in the American trade-mark, or "chop" as they call it. A trade-mark once established is a mark of goodwill and honest dealing in the eyes of the Chinese merchant. He is essentially honest himself and looks for straight dealing from abroad.

American goods and American reputation are best protected by Americans acting as Chinese representatives of American manufacturers. German practices, before the war, were especially sharp. German houses in China would seek and obtain the exclusive representation of American manufacturers, only to sidetrack American products and to clear the way for German goods. The competition of the future will be much keener and American interests call for American representation in China.

CUNARD LINE PLANNING PORT IN-SOUTHAMPTON

Will Make It English Terminal For Its Enlarged American Service

London, March 1.—Southampton is booming. The Cunard Company intends to take the place of the German lines in providing a regular service of passenger steamers of the highest class between Southampton, Cherbourg and New York.

Brigadier-General Hugh Drummond, who presided yesterday at the annual meeting of the London and Southwestern Railway Company, said that negotiations had been completed with the Cunard Company under which the port of Southampton would become the home port for the large passenger vessels of that line sailing between this country and North America.

There would now be concentrated at Southampton, he said, the chief passenger services of the White Star Line, the Cunard Line and the Royal Mail and Union Castle Lines. They were also receiving inquiries from steamship companies who wished to make Southampton either their home port or their port of call, and it looked as though they would soon have to take in hand the scheme for the extension of their dock premises.

Ousting The Germans

Sir Alfred Booth, chairman of the Cunard Company, told a representative of the Liverpool Echo that it was inconceivable that the Cunard Line, the premier British line in the North Atlantic, should allow the important passenger traffic between the United States and the Channel ports to be monopolised by foreign-owned companies.

"The Cunard Line," he remarked, "does not intend to abandon any service which it has carried on in the past. On the contrary, new services will be established in many directions as fast as the necessary tonnage can be secured."

"The Aquitania and Mauretania will eventually be based at Southampton, while the Liverpool-New York service will be equipped with steamers of greater carrying power."

Docks Under Military Control

Our Southampton correspondent writes: There can be no doubt that there are very important developments ahead, but the difficulty at the moment is that the docks are wholly under military control, and it is not expected that this control will be relaxed for another couple of months.

At the present time the Mauretania is at Southampton. She has been here for some weeks to have her engines overhauled, and it is expected that when she next sails it will be under the new arrangement of the Cunard service.

WALTHAM

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A watch that is easily and reasonably repaired because its parts are standardised.



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golf greens and all other fine lawns.
Width of cut from 14 to 18 inch.

How World's Most Stirring War Hymn Was Written

The most fiery and inspiring of National songs, the "Marseillaise," is far better known in this country than it was before the war, especially since it has become the custom for audiences to rise during its rendition as they do for "The Star-Spangled Banner." While the authorship of this great song by Rouget de l'Isle is undisputed, its true source has not been as generally known; but in an article in The New France for February, Mr. Jean Richepin, of the French Academy, shows us that de l'Isle's impassioned lyric was directly inspired by a proclamation of his friend Dietrich, the patriotic Mayor of Strasbourg.

It was on April 29, 1792, that France, deeming her new-found liberty threatened by a coalition of the neighboring Powers, took the offensive and declared war upon the Emperor of Austria and the King of Prussia.

The very day of the declaration of war, Dietrich, the Mayor of Strasbourg, posted upon the walls a proclamation which contained the words out of which grew the "Marseillaise."

It began thus:

"To arms, citizens! The banner of war is unfurled. To arms, we must vanquish or die! To arms, citizens! If we continue to be free all the Powers of Europe will see the overthrow of their sinister plots. Let them tremble then, these crowned despots. March on! March! Let us be free to the last breath, and let our prayers rise constantly for the safety of the country, and the good of all mankind."

You see they knew what they were doing, these men! The War of 1792 was not one of conquest. It was not war of pillage. It was a war to defend the soil of the invaded country, and at the same time a war of ideals, in which the French race declared: "No, I will not die, because with me would die the ideal of humanity, progress, the love of right, of justice, of the weak, and the oppressed."

While Rouget de l'Isle in his old age sometimes contradicted himself in regard to details upon which his memory meant that he wrote the "Marseillaise," was weak, he never varied his statement that the night following the posting of the proclamation of war in Strasbourg to which it shows so direct a kinship, in phrasing.

Mr. Richepin continues:

Upon the evening of this proclamation the Mayor gathered in his home at a great dinner all the most important people of the city, among them, of course, Rouget de l'Isle, the favorite of the drawing-rooms and beloved by all. They were already saying good-by, since at dawn many must depart, and after the dinner (which was a choice one, such as they knew how to make then in Alsace and washed down with champagne) Dietrich and the ladies wished to sing, but they especially desired to sing a

patriotic air. Which one? There was only the "Ca ira!" and they were a little weary of that, which had become a march for the Army, and was not really a patriotic song. Dietrich began talking, as Mayor, of an idea of his to open a competition and give a prize to the one who should write a new song.

Suddenly, turning toward Rouget de l'Isle, he said (these are the textual words, which were noted at the time): "But, apropos of this, Mr. de l'Isle, you speak the language of the gods; you touch the harp of Orpheus, why do you not try for this prize?"

Rouget de l'Isle modestly demurred, but the Mayor insisted; the officers and the young girls around him, adding their plea. One of the generals present, who was leaving the next day for Schlestadt, said to de l'Isle: "Well, promise to send it to me soon this famous song," and Dietrich, cutting in said: "I promise for him, General." Thereupon they went out and walked through the streets, somewhat overheated by champagne—do not forget this detail, it is very important.

Rouget de l'Isle, who lived near by, went home, confused by what had just been said to him; confused, also, he admitted, by the champagne. Having reached his home, he found his violin upon the table, he took it up, ran the bow carelessly over the strings, feeling for any notes of a vague song. The words of the proclamation murmured through his head—"To arms, Citizens! March on, March on. The banner, the banner is unfurled." All rushed pell-mell into his mind; a melody came into his fingers. He followed it with the bow and noted it quickly upon a paper. He wrote down words; one after another, the couplets came. He wrote, he played, he set down the notes, he put down words, and then, overwhelmed by the effort he had made, dropped upon his couch as one dead.

When he awoke next morning he found his notes, but had no recollection of their composition. But he hurried with them to the home of a friend, Marcelet, an officer, who suggested some few necessary corrections. The two young officers then went to the home of Dietrich, who was walking in his garden.

Upon looking at the manuscript, he said: "Ah! this thing should be either very good or very bad. Let us go into the drawing-room and I will try it on the harpsichord." He played it, and the melody seemed to him very beautiful; at once he called his wife. "Invite all our guests of last evening. I wish to give them a surprise tonight." In the evening the guests arrived, convinced that Dietrich had news to give them of the war—but not at all. They dined; he said nothing, and they waited. With dessert, as the champagne went round, he sat down at the harpsichord and sang, in his beautiful tenor voice, the "Marseillaise," or

"The War-Song of the Armies of the Rhine," as it was then called.

In a naive little letter to her brother, Madame Dietrich tells of the first performance of this war-song, specially and hurriedly composed by "the captain of engineers, Rouget de l'Isle, a very agreeable poet and composer," sung by her husband and orchestrated by herself "for the harpsichord and other instruments." The good lady adds that the piece "has much originality. It is better than Gluck; more stirring and alert. . . . I send you a copy of the music. The little virtuosi who surround you have only to read it and you will certainly be charmed at hearing this little song."

Somewhat this "Song of the Armies of the Rhine" was carried south to the Mediterranean. Volunteers were gathering at Marseilles. At a banquet in a restaurant on Tubaneau Street a delegate from Montpellier, Mireur by name, began to sing the song in a delegate from Montpellier, Mireur by name of the south of France. Then:

There, they understood! Ah! they were not men somewhat intoxicated, dull and too calm; they were men filled with the great sunlight of the Midi; men from the borders of the Mediterranean; from this sea where Aphrodite was born; whence come all the beautiful ideals of civilization. Therefore the effect was like lightning. The next day the song was published in a newspaper. The volunteers who had enlisted in large numbers, the battalions of the men of Marseilles, marched toward Paris before going to the frontier and all along the way they sang their song. They scattered it abroad and on all sides it spread. Now, we will see how the miracle continued. They arrived in Paris. They sang it there. They had a remarkable colossal success. It was called for at all fetes, in all the theaters; and the "Marseillaise" opened like a flower in Paris. It had been sown in the north, under the pine-trees near the countries that it must conquer. Afterward, it had been propagated in all France.

September 26, 1792, the Convention in solemn session proclaimed the "Marseillaise" the national hymn. This song was then called the "Hymn of Marseilles," but a decree was not sufficient. The popular voice called it "La Marseillaise," which is much better, because it is the name of a woman, and a song like this could not be a man. A woman must be the soul



of France. It became, at first, a war-song. They sang it at Jemappes. Hoche had it sung to his troops. They sang it everywhere, and Gasner, who has written a book upon the cries of Paris and the military songs of France, cites this testimony from a German officer:

"Once, about dawn, we heard an alarm. No one could understand the sounds which came from afar. We thought we heard cries, the roll of drums, the thunder of cannons; it

sounded like all of that. The French, who had been near us for several hours, were giving a salutation to the dawn, and at the same time saluting the enemy, by repeating the terrible hymn of the "Marseillaise." To describe the effect of this hymn sung by thousands of voices is a thing humanly impossible."

"Yes, they could not understand it. They can not yet understand that it is not only a song of war, of destruction; it is a song of liberation."

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calls for as much good taste and good judgment as interior decoration—good taste in getting a pleasing color and good judgment in getting a durable paint. Sherwin-Williams House Paint will not crack or peel, when properly applied. The color is manufactured into it, not just mixed in, and is therefore as permanent as the paint.

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coated with Sherwin-Williams Galvalume Iron Paint give absolute satisfaction. It is an economical coating, as it obviates the liability of peeling and scaling so common where ordinary paints are applied directly to the galvanized surface.

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get a harder wear than any other home surface. That is why it is so difficult to get a varnish that will stand up. Sherwin-Williams Mar-Not is made just for floors. It resists wear wonderfully well, holding its lustre through repeated cleanings, the wear of walking, and moving about of furniture.

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When a newly decorated room emphasizes the shabbiness of your furniture S-W Floorlac—the all around varnish stain—will give it a durable, glossy surface and a rich, attractive color, all in one operation.

WOODWORK

is either stained or painted according to the wood. For woodwork having no beauty in itself, use Sherwin-Williams Old Dutch Enamel, which gives a surface as white and glossy as china; or dull, but still brilliantly white if you prefer. Old Dutch Enamel is very durable, can be washed when soiled and does not crack or chip off.

Investigate Sherwin-Williams products before you decorate.

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Sixty-Fifth Congress Ends Historic Two-Year Career

Declared War On Two Powers; Enacted Conscription,
And Imposed Undreamed Of Taxation

Washington, March 6.—The Sixty-fifth Congress passed into history—into history literally—on March 4. It has been lauded to the skies and berated, but at any rate its doings will be chronicled in the schoolbooks of our grandchildren. It was the Congress that declared war and hurled America into world politics, that enacted conscription and Liberty Loans and imposed taxation that would have caused revolutions fifty years ago.

It achieved some remarkable legislative victories, and suffered many defeats. It did things it should have done, and didn't enact reconstruction measures equally important to the country's welfare. It was the nation's War Congress and claimed considerable credit for the winning of the war. But it failed miserably as a reconstruction Congress.

This is what War Congress did: Convened in special session by proclamation of the president, April 2, 1917, and was in almost continuous session, excepting election and holiday recesses, until the hour it adjourned sine die.

Democrats Had Control
Democrats were in majority in both houses. Their leaders in the house were Speaker Clark and Claude Kitchin; leaders in the senate, Martin, Simmons and Lewis.

At the special session of the senate immediately preceding the extra session of Congress, there was passed a modified cloture rule under which public business might be expedited.

On April 2, 1917, the German war resolution was introduced in the house, and on April 6 the president attached his signature to that measure, after it had passed both houses in record time despite the opposition of a small minority of both Republicans and Democrats.

The next important act authorized an issue of bonds to meet expenditures for the national security and defense and for the purpose of assisting in the prosecution of the war, to extend credit to foreign governments and for other purposes. This paved the way for Liberty Loans.

Drafted Nation Man Power
Public Act No. 12 was another important place of war legislation. This authorized the president to increase temporarily the military establishment of the United States by the drafting of men aged 21-31.

Congress then, by resolution, authorized the president to take over any vessel owned in whole or part by any corporation, citizen or subject of any nation with which the United States was at war. This brought about the legal seizure of the tremendous German shipping interned in American harbors.

Passed war revenue act increasing income taxes, taxing excess profits and increasing internal revenue taxes.

The war risk insurance acts permitted marine insurance for ships and cargoes and life insurance for American soldiers, and all at cost.

Public Act No. 23 appropriated the largest sum of money any Congress had ever appropriated in one act, \$2,281,094,541.60 for military and naval expenditures.

Against Enemies In U.S.
The espionage act made it possible for the government to ferret out and punish pro-Germans and anti-Americans who sought to give aid to our enemies.

National war time slogan, "Freedom, For All, Forever," introduced in resolution form by Congressman Carl Van Dyke, commander-in-chief, United Spanish War Veterans.

Food and fuel administrations were authorized.
During the first session of this Congress appropriation bills allowing the expenditures of \$18,879,177,014.96 were passed. Of this \$7,000,000,000 were loans to our allies. Additional appropriations amounting to \$2,511,553,925.80 for contrast authorizations brought the total appropriations up to \$21,380,730,940.46.

In the second session this Congress did:
Declared a state of war existing between the United States and Austro-Hungarian empire.
Launched the nation upon a tremendous ship-building program

by creating the United States Shipping Board Emergency Fleet Corporation.

Took Over All Railroads
Took away from private interests practically all the railroads including railroad equipment and turned the whole thing into one railway system under the control of the United States railroad administration.

Passed the Third and Fourth Liberty Loan acts, increasing the amount of bonded indebtedness from \$7,538,945,460 to \$20,000,000,000.

War finance corporation and capital issues committee created.
National housing scheme launched by the appropriation of \$60,000,000 to build dwelling houses for war workers employed in congested centers.

Congressman Denton, Indiana, introduced resolution granting federal charter to War Mothers of America.
Vocational rehabilitation and return to civil employment of disabled soldiers provided for.

Passed daylight saving bill.
Appropriation records were again broken by the passage of Public Act 193, appropriating \$10,225,478,312.91 for the support of the army.

Made Nation Dry On July 1
Passed emergency "dry" law establishing national prohibition July 1, 1919.

President authorized to take over telephone, telegraph and cable lines.
Selective service authorized for

men between ages of 18 and 21, and between years 32 and 45.

War labor board created.
Second session appropriated a total of \$26,877,375,101.07.

In its third (misnamed "reconstruction") session Congress spent most of its time debating and neglected legislation until the last days of the session. It did this:

Defeated (in senate) woman suffrage constitutional amendment.

Passed the Kitchin-Simmons revenue bill increasing income and profits taxation, providing for the raising of \$6,000,000,000 this year and limiting next year's federal taxation to \$4,000,000,000.

Found Time For "Pork" Bill
Rivers and harbors (pork) bill, appropriating \$33,000,000 passed. Transportation home of war workers in Washington paid.

Appropriated \$100,000,000 for starving Europeans outside Germany.

Repealed appropriations amounting to \$15,000,000,000 for war purposes.
Appropriated \$295,000,000 for the army and navy.

Passed 1920 census bill.
Validated contracts illegally made by war department.

Passed postoffice appropriation bill, carrying \$600,000,000.
Reconstruction legislation of adequate shape and size failed to get through, although considerable attention was given to Lane's farm-for-soldiers measure, and Kenyon's \$100,000,000 public works bill. The creation of a secretary of education for the cabinet was deferred. So was the charter for the War Mothers of America. Applications for charters for war veterans' organizations were shelved.

New army bill, restoring voluntary enlistments, and limiting regular army to 175,000, passed.

Soldiers, sailors and marines permitted to retain uniforms when discharged, and allowed five cents a mile for traveling expenses home.

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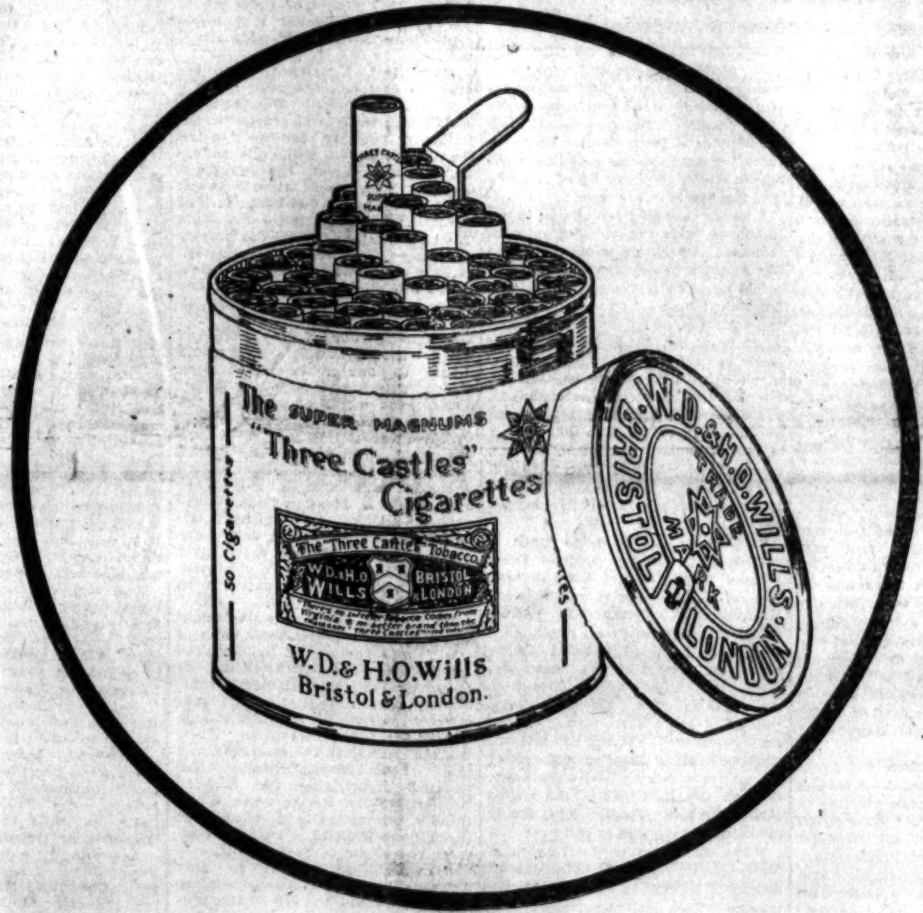
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Today's Church Services

Holy Trinity Cathedral, Palm Sunday, 8 a.m., Holy Communion (And at Bubbling Well Chapel).
9:30 a.m., Children's Service, 10:30 a.m., Matins and Ante-Communion; Psalms 61 and 62, Lloyd In E flat.
11 a.m., "All glory, hark," (Bach); Hymns 99, 106, 306; Preacher: Rev. C. J. P. Symons, M.A. 6 p.m., Evensong; Psalms 86 and 130; Walmley in D minor; Hymns 322, 105, 98; Preacher: The Dean.

St. Andrew's Church, Broadway—
10:30 a.m., Matins; Preacher: Rev. W. Robbins, M.A. 2 p.m., Children's Service, 6 p.m., Evensong; Preacher: Rev. C. J. P. Symons, M.A.

Union Church, Sunday, April 13, 11 a.m., Sunday School Anniversary; Preacher: Rev. C. E. Darwent, M.A.; Special music by children's choir; Collection in aid of School Funds. 8 p.m., Children's Service in the Church; Address by the Rev. John Darroch, Litt. D.; Collection in aid of School Funds. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject:

How Europe Has Estimated President Wilson

By Frank H. Simonds

PARIS, March 3.—There is probably no more difficult problem than the endeavor to represent to Americans accurately European views at the present time on American political conditions. Probably at no time since America entered the war has European attention been to such an extent concentrated on American domestic politics, and certainly not even in the period before we entered the war were these American political conditions less understood in Europe. At bottom, this failure accurately to appraise the situation in America arises from the fact that Europe has accepted Mr. Wilson without reservation as an authorized and qualified spokesman of the whole of the United States. The will of America, as it is understood here, is what President Wilson says in the Paris conference.

In English and French politics alike the defeat of the prime minister on any larger question of policy means the fall of the ministry and a change of political power. The fact that following President Wilson's defeat in the November election there was no change in America has been naturally accepted here, where a knowledge of our peculiar institutions is relatively slight, as proof that only domestic questions were involved in that election and that the President remains the spokesman for the American people, with their complete approval in all foreign matters.

When President Wilson decided to come to Europe all the Allied nations had in their turn to decide whether or not the President should be received as an ambassador of all America. They decided to accept him as such. They have listened to every word that he has spoken in matters of policy with exactly that attention, that consideration which flows from an unequalled acceptance of Mr. Wilson in such a role.

Now it is essential to recognize what the position of America in Europe is today. American aid on the military side is realized everywhere to have been the decisive factor in winning the war. American contributions to the feeding of millions of people in Belgium, in northern France, in eastern and southern Europe, has meant the difference between starvation and existence. There are literally millions of people alive in Europe who owe their existence wholly to America.

For the future the little people of the large countries and the people large and small of the little countries all turn their eyes toward America as the one solid element of hope in a world otherwise so dark and gloomy. Admiration, gratitude, hope—all three emotions flow from American service in Europe, and President Wilson's welcome to Europe was a natural and spontaneous expression on the part of millions of people of their feelings toward the country that had saved them in the past and to whom they turn now for future deliverance.

To discriminate between Mr. Wilson as President of the United States and as such, the representative of his country in Paris, and President Wilson, leader of a political party at home, was a thing totally beyond the capacity of the European people. To them Mr. Wilson and the United States mean the same thing, and I cannot adequately describe the degree of apprehension and dismay which recent political events in the United States have occasioned. And this dismay arises primarily out of a feeling that America, as a whole, may desert Europe, may leave millions it has temporarily saved to permanent misery.

The attack upon President Wilson's League of Nations formula seems to these people in Europe an attack upon all that America means to them, and this is bound to be so. For the American in Europe the attitude and sentiment expressed by the common people of all the Allied nations is a thing which at once awakens pride and humility. It is not even the flattery of politicians, it is not the praise of the masses, which impresses; it is rather the simple, unlimited faith of the masses of the people. On two evenings last week I attended dinners, one in honor of M. Venizelos, the great Greek statesman, and the other presided over by Take Jonescu, the man who brought Rumania into the war on the Allied side.

Both made speeches, and each, in a manner which was impressive, explained what to his own little people the League of Nations meant, with America as a force in that league, a force for that justice and that right of which, for their countries, America was the living embodiment. I have said and I repeat that in my judgment it is the view of all well informed Americans in Europe that for America to abandon the task now would mean to surrender Europe to a despair which might have almost any consequences. Germany lost this war, it is true, but before Germany laid down her arms she almost succeeded in wrecking the nations she attacked. She has left her enemies victorious, but exhausted, almost paralyzed, in the presence of the stupendous task of reconstruction. We who came late, who suffered relatively little, were still strong, supplied the one fixed basis of hope in a situation critical beyond words to describe.

In this situation it is too much to expect that either France or Great Britain, much less the little nations, will be able to differentiate between Mr. Wilson, President and Mr. Wilson, leader of the Democratic party. It is beyond the limits of possibility to expect that they will understand our domestic and political conditions or see anything in the present political conflict at home but a menace to all their hopes for the future and a threat of repudiation by America of the many obligations which we have undertaken through the President of the United States and have, through him, clearly indicated our purpose to carry on.

What opposition to the League of Nations in its present form in America means in Europe is therefore unmitigable. Technical objections arising out of danger to the Monroe Doctrine or interference with our immigration laws are unimportant to the European mind. If it is desired by America, and asked, both will be excluded from the operation of the League of Nations. Any concession or amendment will be made, except one. No nation, big or little, will consent to the withdrawal of America from Europe willingly. If the League of Nations collapses the elements of hope will be withdrawn from the European situation and the people that have the great task of reconstruction to undertake may yield to despair. In sum, the simple fact is that Europe has accepted Mr. Wilson as the spokesman of America. It has welcomed him as no other public man has ever been welcomed here before. He was the delegate of that America whose services were in the minds and hearts of millions of people. It has to an incredible extent risked all its future hope upon Mr. Wilson, not as an individual, but as President of the United States, and if the country repudiates what Mr. Wilson has done here, for domestic or political reasons which are wholly comprehensible to every American, the European tragedy will be stupendous.

The European has known no other American view than that of President Wilson. It has accepted his view because it believed it to be the American view, and today it stands literally against in the presence of the possibility, at least suggested by fragmentary despatches, that the real view of America is something entirely different from the President's. I have talked with many Republicans who are here, all of whom see the situation clearly, substantially as I have presented here. Without exception they recognize the greatness of the American mission's opportunity for duty in Europe; with no dissenting voice they assert that to many of the League of Nations, with its European responsibilities, now will be little less than the abandonment of those who died in Europe to establish American ideals in the world. No country could deserve the admiration America receives in Europe today and no country could afford to surrender that position in the world which had been won by it by devotion and achievement, by unselfishness unparalleled in world history; and to withdraw from Europe now would be to sacrifice what seems to be the greatest opportunity for human service that has ever come to any single people.

(McChure Newspaper Syndicate).

EUROPE'S MINOR FRICTIONS

By Lathrop Stoddard

(Review of Reviews)

EARLY in the year 1918 the German generalissimo Ludendorff remarked in an expansive mood: "Many chimneys will continue long to smoke, but the Great War will be over this year." Subsequent events have proven Ludendorff a true prophet. The Great War did end in 1918—albeit not in the way the doughty Prussian probably had in mind.

The first part of his prophecy was equally correct. Many political chimneys are still smoking—smoking furiously and creating an intolerable smudge that shows few present signs of abatement. These smoke-belching chimneys are dotted thickly all over the east end of Europe, stretching in a broad band from the Baltic Sea and the Arctic Ocean right across to the Black Sea and the Mediterranean.

Peace may have descended upon Western Europe since the armistice of last November. But in Eastern Europe there is no peace. No sooner had the Great War ended than a new war began; rather, a whole series of little wars waged by the various elements which make up the population of this vast area. Race has risen against race, and in some instances, quickened by the Bolshevik heaven, class has risen against class within the same.

Up to date no less than sixteen little wars have broken out, not counting in this astounding figure either the various campaigns in progress between the Russian Bolsheviks and the Russian Conservatives or the various struggles going on within particular race-groups. And it is noted, these wars are termed "little" only by comparison with the "Great" War which is just over. Before 1914 some of them would have been considered respectable contests worthy of world-wide attention.

Since last November, Europe's eruptive east end has seen many a pitched battle with thousands of casualties, the total casualty list probably running far up into the tens of thousands, while the suffering imposed upon the wretched civilian population already worn down by four and one-half years of Great War is beyond calculation. The only way to visualize the present appalling situation of Eastern Europe is to take a bird's-eye view of the whole field, noting in turn the various areas of political friction or armed strife.

Beginning our survey from the north, the first little war which comes to our notice is that being waged between the White Guard government of Finland and the Russian Bolsheviks. True, there is another war raging still further to the north, in the Archangel forests about the Arctic Ocean, where American and British troops are supporting a Russian Conservative government against Bolshevik attacks; but the several campaigns being fought in Russia proper and Siberia are not to be here discussed, so we will begin our survey with Finland.

Finland has been independent since 1917, when the breakdown of the Tsarist regime by the Russian Revolution enabled the Finns to throw off the hated Russian yoke. Shortly afterwards the Finns fought a most desperate class-war among themselves, the Conservative "White Guards" calling in the Germans, and the Social-Revolutionist "Red Guards" summoning the Russian Bolsheviks. In the end the White Guards triumphed and established throughout Finland a strongly conservative regime. Such a brazenly "bourgeois" government so near Petrograd, the Russian capital, naturally roused the ire of the Bolsheviks, and desultory fighting has been going on between the two governments. Recently large White Guard detachments have crossed the Gulf of Finland into Estonia, to aid the Estonians against the Bolshevik invasion of that country.

Estonia, Livonia, and Courland together form the so-called Baltic Provinces, stretching from the Gulf of Finland to Prussia. The Baltic Provinces are inhabited by two distinct native races—the Esths in Estonia and northern Livonia (a people of Finnish blood) and the Letts in southern Livonia and Courland. The Letts are often erroneously called Slavs. In reality they, together with their Lithuanian kinsmen to the southward, form a distinct branch of the Aryan race which has dwelt around the southern corner of the Baltic Sea since immemorial times.

Besides these two native races, the situation in the Baltic Provinces is complicated by the presence of a strong German element which has formed the upper class since medieval times. The Baltic Provinces have long been under Russian rule, which oppressed them sorely. Therefore, in 1917, the Baltic Provinces, like Finland, expelled the Tsarist officials and set up autonomous governments of their own. Esths in the north, Letts in the south. These governments were Radical but not Bolshevik. Then, in early 1918, the German army came in, overthrew the native governments, and set up a very conservative regime, run by the upper-class Baltic Germans.

When Germany collapsed at the end of 1918, the German armies began to withdraw and the Esths and Letts began to assert themselves. Then the Russian Bolsheviks took a hand. Declaring these governments "bourgeois," the Bolshevik government sent its "Red Guard" armies into the Baltic Provinces to Bolshevize them. The Esths and Letts have put up a plucky fight, the Esths winning a notable victory at Narva last January. They have been assisted by the Finnish White

Guards previously mentioned, by Swedish volunteer legions and by a British fleet which has kept off the Russian navy and rendered other valuable services. The fighting has been bitter and the Russians have committed great excesses upon the population. The worst sufferers have perhaps been the Baltic Germans, since all parties have gotten after them—the Letts and Esths because they were Germans, the Russian Bolsheviks because they were bourgeois.

Lithuania, just to the southward of the Baltic Provinces, is in a similar plight. The Lithuanians, as already stated, are not Slavs, but during the Middle Ages Lithuania was united to Slavic Poland, and the upper-classes are today Poles, just as the upper-classes in the Baltic Provinces are Germans. Russia, owned Lithuania in 1914, and was cordially detested by both Poles and Lithuanians. In 1915 the Germans conquered Lithuania and held it until their breakdown at the end of 1918. The Germans of course maintained a strong military government. Since then there has apparently been no government. When German authority lapsed, the Lithuanians set about establishing an independent Lithuanian state, but the influential Polish element at once proclaimed the revival of the historic connection between Poland and Lithuania. Both sides raised ill-armed militias between whom there was sporadic bloodshed.

Soon the newly established Polish State, to the southward of Lithuania, was fighting to re-enforce the Lithuanian Poles. But just then the Russian Bolsheviks appeared. Declaring that the Lithuanians must be preserved from bourgeois Polish rule, the Petrograd government sent in its Red Guards precisely as it was doing in the Baltic Provinces. The Russians have made considerable progress, and a great part of Lithuania is now in their hands. One reason for their success is the inability of Poles and Lithuanians to combine against the common enemy. Meanwhile the Russian Bolsheviks are fighting between the Poles and Lithuanians as bourgeois, with consequent wholesale excesses and destruction of property.

Coming now to Poland proper, we find a most extraordinary situation. The new Polish State, though scarcely born, is fighting with all its neighbors. It is waging regular wars with the Russians on the east, the Ukrainians on the southeast, the Czechs-Slovaks on the south, and the Germans on the west and north. And these wars are no child's play. They are desperate conflicts, probably the bloodiest in the whole East European area.

The struggle with the Russian Bolsheviks is being waged both in Lithuania and the region directly east of Poland. This region, known as White Russia, is claimed by the Poles as having belonged to the Medieval Polish State. Like Lithuania, it contains a Polish upper-class. The peasantry, of Russian blood, are rising against their Polish landlords and are being aided by Bolshevik Red Guards who have occupied a great part of the country. The struggle between Poles and Ukrainians is bitter and bloody. Western Ukraine, comprising both eastern Galicia and the adjacent Russian provinces as far east as the river Dnieper about the city of Kiev, belonged to Medieval Poland, and here as in Lithuania the White Guard Polish upper-class has persisted to the present day. The race-hatred between Poles and Ukrainians has always been intense and is envenomed by differences of religion, the Poles being Roman Catholics while the Ukrainians are Orthodox or Unitarian.

Accordingly now that they have been given free rein, the old antipathies have flamed up with all their ancient bitterness. In the Kiev region the Polish element, being very small, has been simply overwhelmed. In Eastern Galicia, Poles, re-enforced by troops from Poland proper, are putting up a desperate fight. Cities like Lemberg and Przemyśl rise like Polish islands out of the angry Ukrainian peasant sea.

The conflict between Poles and Czechs-Slovaks arose over the possession of Austrian Silesia, a region inhabited by a mixed population of Poles, Czechs, and Germans. Though small in extent, Austrian Silesia is valuable, containing some rich coal mines. Both the contending parties concentrated large bodies of troops in Austrian Silesia, and one regular pitched battle was fought in January at Oderberg in which the Poles were beaten, the victorious Czechs-Slovaks occupying the country. Recently the Versailles Peace Conference sent commissioners to Austrian Silesia charged with orders to both Poles and Czechs-Slovaks to call off their war and await the adjudication of the Great Powers.

The struggle between Poles and Germans is far-reaching. The Poles claim the whole or parts of the four Prussian provinces of Posen, West Prussia, East Prussia, and Silesia, which are inhabited by both races in varying proportions. Strong armed forces have taken the field on both sides and there has been much rioting by the civilian elements. As yet the bloodshed has been less than in Austrian Silesia, or in Lithuania. Ukraine is truly a disturbed area. Besides the war with the Poles already described, the Bolsheviks are making serious inroads, and are reported to have occupied the eastern part of the country. The Conservative native government which maintained itself largely by German bayonets has apparently been crumbling ever since the Germans evacuated the country. Indeed, judging by the scanty and contradictory press-reports, Ukraine today has no real government, but is torn by contending factions. Conservative, Radical, and Social-Revolutionist, with Don Cossacks

and some French troops pushing up from the Black Sea ports adding their contribution to the tangle.

The Ukrainians have, however, found time to quarrel with Rumania over the provinces of Bukovina and Bessarabia. The northern portions of these provinces are inhabited by Ukrainians. By last reports the Rumanians were still holding all Bessarabia but had retired under Ukrainian pressure from Bukovina. Rumania is having her troubles, though her claims have a more legal standing, being based upon a secret treaty concluded with the Allied Powers just before Rumania joined them against the Teutonic Empire in the autumn of 1914. By this treaty Rumania was promised, among other things, Transylvania and a large slice of the Hungarian plain-country to the westward, including the Banat of Temeswar. The Banat, a square block of territory abutting on the north bank of the Danube, is inhabited by an extraordinary medley of people, rivaling even Macedonia. Rumanians, Jugo-Slavs, Magyars, and Germans live here in inextinguishable confusion, with one or two minor races thrown in for good measure.

The trouble is that the Jugo-Slavs, who in the past have been as furious as the Serbs, are now as furious as the Serbs. The Serbs, as spokesmen for the Jugo-Slavs, having declared themselves not bound by an agreement to which it was not a party and of which it was officially ignorant. The upshot was that, as soon as Austria-Hungary collapsed last November, Rumanian and Serbian troops simultaneously invaded the Banat and quickly came to blows. Serious fighting was averted by the appearance of French troops from Macedonia who thrust themselves between the contending armies and have since kept them apart.

Before discussing the somewhat thorny question of the Jugo-Slavs it might be well to complete our survey of Czechs-Slovaks, whose conflict with the Poles we have already noted. Czechs-Slovaks (consisting of Bohemia, Moravia, and the Carpathian mountain country to the eastward) is largely enveloped by Germanic territories. It also has considerable minorities of Germans, particularly in Bohemia and Moravia, who desire to detach themselves from Czechs-Slovaks and join the projected Federated Germany. All this re-enforced by traditional race-antipathies, has not made for harmonious Czech-German relations. In fact numerous regrettable frontier incidents have occurred, together with considerable rioting between the civilian populations.

However, the bloodshed has been relatively small, the Czechs-Slovaks having concentrated their military energies mainly against the Poles. In the Carpathian region the Slovaks have had a certain amount of trouble with the Magyars, the Slovak country having of course formed part of Hungary. The Czechs-Slovaks also claim as part of their state the mountainous territory just east of Slovakia proper. This region is mainly inhabited by a Ukrainian population, though separated from the main body of their kinsmen by the mountain-wall of the Carpathians. The Czechs-Slovaks call these people Uho-Russians and assert that they desire to join the Czech-Slovak state. The exact truth of the matter is obscure.

Jugo-Slavia presents a highly complicated picture. The various branches of the "Yugo" or "South" Slavs spring from the same race-stock and are fundamentally one in blood, and speech. Nevertheless, they have been politically separated for so many centuries and have been subjected to so many foreign influences that they have developed strong particularistic divergencies of religion, culture, and viewpoint which have hitherto kept them apart and are today making reunion difficult. The chief thing which keeps their internal dissensions down is the necessity for solidarity against hostile neighbors.

The old feud between Serb and Bulgarian has of course ceased to press for the time at least, since Bulgaria has surrendered unconditionally to Serbia's Allies. The same is largely true of the Magyars and Austrian Germans, though there has been some civilian rioting in the frontier regions. Jugo-Slavia attention is, however, intensely focused upon the conflict with Italy. This conflict is one of the most serious, and perhaps the most pressing, which today threatens the peace of Europe. The debated zone between Jugo-Slavs and Italians stretches almost the whole length of the eastern Adriatic coast.

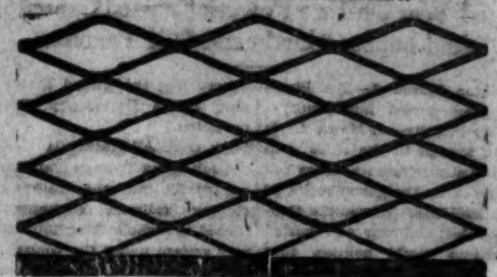
Public opinion in both Italy and Jugo-Slavia is highly inflamed and shows a regrettable disposition to fight rather than compromise. Armed clashes have already taken place, and actual warfare would probably have been already under way if the Western Powers—England, France and the United States—had not sent warships and troops into the disputed area. It is interesting to note that American dough-boys are patrolling more than one especially volcanic point on the east Adriatic shore.

Such, in brief, is the present situation of eastern Europe. Our survey has been summary, touching only the high-lights, and passing over many interesting details. But enough has been said to show the absolute necessity of an effective international police-power for this whole region. Its peoples are unable to compose their feuds and settle down as peaceable neighbors. In a few short months they have already reduced eastern Europe to a cross between a bear-garden and a bedlam. If unrestrained, they may sink into a common welter of anarchy and ruin. One of the first jobs of the League of Nations will be the strict policing of Europe's eruptive east end.

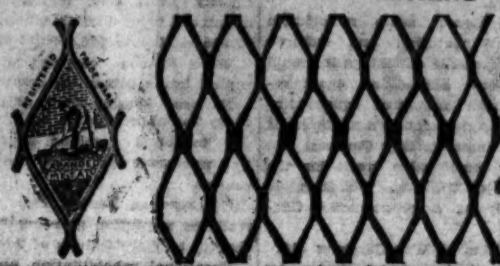
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Musical Matters

By H. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

Literary lapses in fiction where music is concerned are common enough, outside the definitely musical novels such as those of the two

Bensons. There is a curious instance in A. E. W. Mason's "The Four Feathers." The heroine's violin playing is a feature of the story. In the early chapters she plays an "overture" called "Melusine" (presumably Mendelssohn's). A violin solo of an orchestral overture would seem to offer some insurmountable obstacles. The author, however, in the later chapters calls the overture the "Musoline." The merely musical

person reflects that the author might have chosen some piece of violin music proper, and not specified an overture of doubtful possibilities, only to forget the name of it later in his work.

Music of the extremely modern schools is often condemned by the statement of the axiom that it is the function of music to present ideas in sounds that are beautiful. This is clear enough, and one proceeds to say that such and such works sound ugly, therefore they are not music. The definition of beauty is the remaining difficulty. The first introduction of such a simple discord as the minor seventh was opposed as fiercely at the time as any of the experiments in sound one hears today. Today it is commonplace.

Music that is progressing never sounds beautiful to contemporary hearers. The opposition to Wagner is a hackneyed illustration. What seemed to his contemporaries the most wanton atrocities in sound are now accepted as beautiful by ninety-nine out of a hundred concert-goers. The hundredth is looking for something even more highly spiced, the Wagner progressions sounding almost commonplace.

All experiments are not to be taken as part of the inevitable progress of the art of sound. According to some composers and latter-day theorists, the old scales are worn out and new ones are being invented. And once the ear becomes accustomed to new combinations the mind experiences no difficulty in accepting them as satisfactory.

Sir Edward Elgar has deplored the frequency of discord as tending to coarsen the ear, whereas the more minute division of the octave would refine the ear. This new scale is not possible on any existing instruments (with keyboards at any rate) and may be looked upon as a futurist prophecy.

There is nothing in the writings of the late Sir Hubert Parry that savors of extreme modernism. He has, however, repeatedly shown in his lectures and articles that he foresaw the wide acceptance of sound combinations that would have been thought intolerable had they been carried out at that time.

In de Pessall's madrigal "Great God of Love" all the notes of the major scale are combined in the eight voice-parts with good effect, the whole "clash" resolving smoothly. Parry says there is nothing in looking forward to the time when some composer may combine all the notes of the chromatic scale with equally good effect!

However, this may be, the invention of scales such as the whole-tone scale of Ravel and Debussy must be looked upon as merely temporary devices to get out of the rut of the major and minor scales. The substitution of one new rut for two old ones is not an obvious gain.

The attempts to use the old "models" for harmonic purposes have given new scope and new means of expression to several modern composers, while the chromatic scale can furnish quite new combinations. The opposition to modal music is due, one suspects, to the curious want of finality that results in cadences. The "finals" do not give the satisfaction associated with key "tonics." The ear accustomed to the major scale C to C is at first irritated by the mode (or scale) represented by the natural notes D to D and so on. A little modal music goes a long way, just as a little Debussy is a relief but tiresome as a regular diet.

In this connection the historical program such as last Tuesday's has obvious advantages over the "one composer" program. Mozart, Beethoven, Chopin, Rachmaninoff gain by the contrast of manner, style and idiom.

It is hardly to be doubted that the fashion of speaking of Tschalkovsky as morbid and melancholy is due to the whole program habit, "Tschalkovsky nights" in London and other cities are a certain draw, and writers

and critics that like to take their fun, not to mention the chamber music and the symphonies other than the "Pathetic." Tschalkovsky was a great composer, and no great composer confines his works to one mood, however characteristic his manner and style. But a change of composer is an essential to a just appreciation of such characteristics.

The Trio "to the memory of a great artist" contains much that is spontaneous and jolly, and the "Casse Noisette Suite" is surely good enough

An Army Of Ants On Warpath

As that active naturalist and aviator, Mr. William Beebe, has recently sailed on another visit to his beloved jungles in Guiana, we may expect new pictures of tropical life those that delighted the readers of his latest book, "Jungle Peace" (Henry Holt and Co.). In this book Mr. Beebe tells of that strange bird, the hoatzin, a relic of pre-Glacial days, that in its pin-feather stage climbs the trees of the moist region that it inhabits, and, when hard pressed, escapes by taking a straight dive into the waters below. Hardly of less interest is the following description of a marching army of ants:

I was dozing quietly in my hammock, glad to escape for an instant the insistent screaming of a cicada which seemed to have gone mad in the jungle heat, when a low, rustling caught my ear—a sound of moving leaves without wind; the voice of a breeze in the midst of breathless heat. There was in it something sinister and foreboding. I leaned over the edge of my hammock, and saw coming toward me, in a broad, irregular front, a great army of ants, battalion after battalion of them flowing like a sea of living motes over twigs and leaves and stems.

I knew the danger and I half sat up prepared to roll out and walk to one side. Then I gauged my supporting strands; tested them until they vibrated and hummed, and lay back, watching to see what would come about. I knew that no creature in the world could stay in the path of this horde and live. To kill an insect or a great bird would require only a few instants, and the death of a jaguar or a tapir would mean only

a few more. Against this attack, claws, teeth, poison fangs would be idle weapons.

In the van fled a cloud of terrified insects—those gifted with flight to wing their way far off, while the humbler ones went running headlong, their legs, four, six, or a hundred, making the swiftest pace vouchsafed them. There were foolish folk who climbed up low ferns achieving the swaying, topmost fronds only to be trailed by the savage ants and brought down to instant death.

Even the winged ones were not immune, for if they hesitated a second, an ant would seize upon them, and, although carried into the air, would not loosen his grip, but cling to them, obstruct their flight, and perhaps bring them to earth in the heart of the jungle, where, cut off from their kind, the single combat would be waged to the death. From where I watched, I saw massacres innumerable; terrible battles in which some creature—a giant beside an ant—fought for his life, crushing to death scores of the enemy before giving up.

They were a merciless army and their number was countless, with host upon host following close on each other's heels. A horde of warriors found a bird in my game bag, and left it of hardly a feather.

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not help thinking of the certain in-
evitable fate of a man who, unable
to move from his hammock or to
make any defense, should be ex-
posed to their attack.

Topics In Brief

"Cooks and waiters form new
union," runs a local head-line. We
are lost.—*Peoria Transcript*.

The chief objection to the various
brews of near-beer is that they are so
near and yet so far.—*Nashville
Southern Lumberman*.

Turkey's interest in the proceedings
is now merely a mild curiosity as to
who gets what.—*Chicago Daily News*.

The returned soldier isn't fully re-
turned until he is returned to his job.—
Detroit Free Press.

Every nation in Europe and some in
Asia want to see peace last forever,
if it can get its terms adopted. Other-
wise, otherwise.—*Pittsburg Dispatch*.

The great problem of the next
decade will be to obliterate the
estrangement that has come to exist
between mankind and the plowhandles.
—*Houston Post*.

The Premier of Manitoba says that
Canada will soon have a population of
50,000,000. And if they repeat their
dry laws, there's no telling.—*Cleveland
Plain Dealer*.

Herr Ebert's threat to turn Ger-
many loose on the Allies would have
more weight if he did not wear paper
clothes, a blotting-paper derby, ising-
lass spectacles, seaweed socks, pulp
shoes, and a near-rubber collar.—
Washington Post.

PRESIDENT WILSON

and his typewriter.

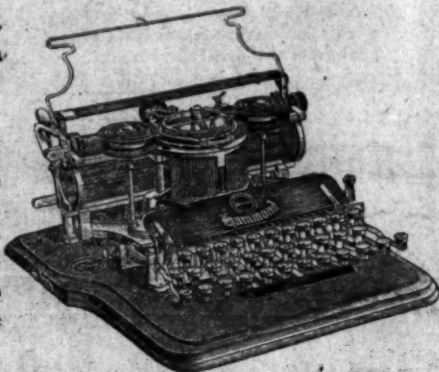
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Dogs Of War As Detectives In Peace

Faithful Service As Sentinels And Messengers Assures More Extended Use By Police—Criminals Trained Near New York

Although no Government has awarded a cross to any of the dogs which did such faithful duty during the war as sentinels, patrols, and messengers, their distinguished service has brought about an organized movement to make use of their intelligence and fidelity, and of their keener senses of hearing and seeing. It is certain that, at least, they will be more generally utilized in police work.

Since the use of police dogs began in New York City other municipalities have taken up the work, and for a time society women living in suburbs engaged trainers to teach their dogs to watch strangers, and in some cases to attack them. So far no woman has been attacked while walking or riding when accompanied by a police dog. Properly trained dogs walking or sitting beside their masters serve as protectors. But they can do more.

Two years ago Mira, a Belgian police dog, won for its mistress, Mrs. Leo F. Wanner of Meadow Brook Farm, Hempstead, L. I., a police badge as special officer. After a series of burglaries in Hempstead Mrs. Wanner was asked for the use of her dogs. They were put on the trail and stuck to it, and only lost it in the northwest section of Hempstead because the burglars at that point had mounted bicycles.

While New York City has caught no murderer with a police dog, one of the animals trained by Louis de Winter of Montclair did good work in a Ridgewood murder mystery. A girl had been struck on the head with a piece of iron pipe, and dragged across the road into the woods for about 200 feet. As soon as the body and pipe were discovered de Winter offered the use of his dog, Herta von Ehrengrand. After smelling the pipe the dog took up the trail, which led to a farmhouse. The farmer said a stranger had been there several nights before, but his description was not accurate. The dog went from the farmhouse to a building in course of construction. Then it rushed to a pile of pipe, and from the place the officers found a length had been cut. The trail then led to a deserted shack. The dog went upstairs, and an old mattress was found with blood stains on it. The dog followed across country, and toward evening came upon a group of men talking at the roadside. The dog leaped upon one of them, and brought him to the ground. This man ultimately confessed that he and a negro had committed the crime.

The use of police dogs in the out-

lying sections of New York has done much to decrease burglary, and there are no more interested spectators of their work at the annual police exhibitions than thieves, burglars, and other crooks. With the advent of the police dog, burglars, in sections where they were used, began to use the automobile as a get-away vehicle.

Police dogs frequently find intoxicated men, and this is particularly valuable work in zero weather, when a man lying outdoors would freeze to death. They do patrol work with the policemen, and more than once they have discovered fires at night, calling attention by their barking until the police have been attracted and the alarm sent in.

In the sections where they are used the annual police report shows a decrease of petty crimes, particularly in addition to thievery.

Up to the beginning of the great war the number of police dogs exhibited at the Dog Show in New York City increased by leaps and bounds, jumping in four years previous to the war from seven dogs to twenty-two.

In European capitals police dogs have special exhibits of their own. On the Continent the breeds include the Airedale terrier, Doberman pinscher, German shepherd dog, rottweiler, and the bloodhound. According to the Gerabach-Jager instructions, thirty lessons are needed to turn out a competent police dog. The first lesson taught is seeking and retrieving articles the trainer has buried; the second is to teach the dog to pick up articles lost or thrown away by strangers; the third is instructing the dog to make better use of its nose; the fourth is carrying a message back to a co-worker detailed in the same case; the fifth is to get the dog to carry a message back to the station, and so on until the dog is able to "trail" a criminal.

The message a dog carries is by signs placed on the collar, von Meroy announcing a code of thirteen signals to call for one, two, three, or four men as reinforcements, to call for one trainer and one dog, for an ambulance, for a patrol wagon, for a fire engine and apparatus, and there were other signals to indicate "burglars at work," five men and dogs; "am trailing suspects, trail me;" "murder, coroner, detectives and dogs wanted;" "riot, all available forces;" "am shot, disabled."

In 1907 a New York police lieutenant was sent to Belgium to buy dogs used there for police purposes. Including the cost of his voyage across the ocean, the purchase price

of the dogs, the freight charges on them to this country, the lieutenant's own hotel bills for nearly a month in Belgium, and other incidentals the bill was \$364.80.

"Why," continued Metz, "there are officials in the employ of the Administration who would charge more than that for a trip to Washington." The lieutenant had paid \$10 each for the five dogs he brought over. The customs officials would not believe him, however. They put a valuation of \$1,000 on each dog, and wanted to collect 20 percent duty. Arrangements were made to bring in the dogs, and the City Controller agreed to let them see the bill when it was presented.

"When I got the bill," Controller Metz remarked at the time, "I sent word to the Custom House that, if they would send an Inspector up, I would let them copy the bill. The Inspector came, glanced at the bill, and went away with a disgusted look."

Little has appeared anywhere, for obvious reasons, about the work of dogs as sentinels, patrol aids, and in the carrying of despatches—important work when spread means the saving of human lives and where it would be impossible for human beings to get through alive.

To get an idea of the work of the scout, sentinel, and liaison dog let them be properly introduced, as they were honored before French regiments, behind the front, when their deeds were told to the public in review formations:

Hector, No. 23 B. scout dog: At the farm of Bois-Breules, where the enemy lay hidden, no patrol dared venture. A dog and a man started for it at night. Hector went twenty yards in front of the post. Approaching the farm he gave no sign of worry and continued. The place had been suddenly abandoned. French telegraphers hastily took charge. Two telephone calls at dawn and an important enemy redoubt was pulverized.

Tidine, No. 17 B. dog sentinel: In the Vosges, a battalion had borrowed as sentinel one of our particularly intelligent dogs. In her first week Tidine saved two sentinels by her warnings, and in a month eleven, in each case from actual attack, which was escaped. She lost no sentinel in a region where the battalion, previously without dogs, had lost as high as seven sentinels in nine days.

Medor, No. 6 E. liaison dog: On Sept. 28, 1917, was struck by a shell scrap. He accomplished one and a quarter miles under curtain fire to carry an order of the brigade to a Colonel; was wounded, yet dragged himself to the commanding post, where he died fifteen minutes after.

Let an American corporal tell how a German dog felled him. With two privates the corporal left a large patrol in a certain place in an abandoned trench in No Man's Land. They first found a smooth wire barrier which had been shot to pieces by the American fire. Further on

they came upon German entanglements of wire twenty feet deep, with four pointed barbs. The men were inspecting an opening in the wire when a dog, apparently chained on the other side, began to bark. A dugout opened quickly in a trench and a snuff voice was heard to say "Halt!" meaning "ready." Suddenly a brilliant rocket went up, and the Americans threw themselves flat on the ground just as a machine-gun began to spit bullets in their direction. A few feet away a heavy object struck the ground. This was found later to be a bomb which had been hurled from the German trench. It had failed to go off. The soldiers stayed where they were until the firing ceased, then they made their way back to the larger patrol of which they were a part and reported.

An officer just back tells how a sentry dog, supplied to his battalion, worked when he took it out on patrol duty. "It was a dark night," he said, "and we moved along for some time and saw nothing. Suddenly the dog stopped dead, pointed, and gave a low growl. We immediately lay motionless on the ground. Two Germans rose up as if out of the ground in front of us and they were immediately bayoneted by our men."

Dogs require special training for sentry work. The dog's hearing is effective at a distance of 100 to 150 yards. His place at night was in a hole made by shells, behind a rock or tree or in a ditch. He did not bark in this kind of service. He growled deeply, or gave some sign, such as scratching the ground, moving his tail, or pricking up his ears, to indicate that something was taking place. The human sentinel immediately was on guard.

Sentry duty was taught by making the dog stay in one position and look in one direction. The sentries were the most silent army in the world. The dogs had a division of their own, organized, staffed, and equipped, like any other branch of the service. They had their drills, parades, and manoeuvring grounds, their administrative center, cookhouse, a dressing station, and hospital. They lived in huts with no front wall, and each dog had his own kennel.

Artemis, at one time attached to the 54th Regiment of Infantry in the Ypres sector, once saved the life of the captain he was attached to, and later, during the Crown Prince's offensive on the heights of the Meuse, on night patrol and sentinel duty, he saved the life of his master, Sergeant Major Pousaigue. In the Ypres sector his captain was fighting one German when another slipped up behind, with his bayonet ready to use it. The dog leaped at the throat of the second German and brought him down just as the captain finished off the first assailant.

Both Sergeant Major Pousaigue and the dog were lying in a listening

post when suddenly Artemis began to bristle and emit low growls. He had smelled a boche. The sergeant-major remained where he was listening and straining his eyes to see how many there were in the patrol when suddenly the dog sprang over the parapet of the listening post and lunged himself at the throat of a boche who had crept up from another direction. Rifle fire immediately began. When it was over there was one dead boche and the sentinel dog's right leg was hanging limply.

The liaison or courier dog must have intelligence of a high order and much training. This dog carried despatches day and night, and must possess speed, endurance, and be unafraid of shell fire or artillery barrage. There were times when it was impossible to establish telegraph lines or there were times when the wireless and telephones, no matter how deeply sunk, were useless. At times when by barrage fire the front lines were cut off and it was impossible for a human being to make the journey, these dogs of war, faithful to their duty, went to it with heroism.

COLDS AND INFLUENZA. The Way to Avoid Them.

Some persons have been known to fall into icy water, and never experience the slightest ailment afterwards. Others travelling in a crowded train or sitting at home in a draught, are laid up with a heavy cold, or worse still, fall victims to influenza. The difference is all in the bodily condition at the time. When a person is strong, healthy, able to enjoy a brisk cold day, chills and infections are set at defiance. But when the system is below par, run down, bloodless and nervous, the germs of influenza are quick to seize their opportunity. Go to bed at the first feverish sign of influenza, eat little or nothing, and call in the doctor. Remember that when the fever has gone a long period follows during which the system remains low and depressed; there is a great difficulty in regaining strength, and the victim is usually unfit for a normal amount of work.

The way to avoid colds, influenza, and all other infections is to keep the health up to the mark, the nerves steady, the digestion in good working order, the veins full of good, red blood. Because they make good rich blood, and so help the body to resist attacks of colds and influenza, thousands have praised Dr. Williams' pink pills for pale people.

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South America Needs Better Understanding

Average Observer From United States Totally Fails
To Grasp Viewpoint And Ideals Of Neighbor,
Writer Declares

New York, March 5.—How vastly different in characteristics is the Latin American from his North American brother is not generally known. So great is this difference, however, that it extends even to the attitude taken toward newspapers—their style, their accuracy and their power.

Never, perhaps, was this more pointedly emphasized than in a recent article by Clayton S. Cooper in the *Grace Log*, on the "Different Trails of North and South Americans."

"The press is a power in Latin America," it reads, "and the people take the written word with more seriousness than do the North Americans, accustomed to seeing themselves and their public men caricatured."

"An American official located in a South American city who was asked recently how the press of the United States could assist in fostering better relations with Latin America said:

"In the first place, the press should tell the truth about people and conditions down here."

"We are assured that this official did not wish in his reply to be understood as placing the press of the United States in the Ananias column, but wished to aim a shaft against the careless writing about South America which inclined to over-emphasize certain sensational features of life there at the expense of adjusted perspective."

Observers See Only Surface

The present day traveler rarely visits a section in Latin America within hearing how some of our journalists have whisked through these cities and written back to the States some generalizations which have been drawn from a too limited observation. Some of these have been serious handicaps to conscientious writers who have been really desirous of getting at facts at the expense of time and travel, not simply in the coastal cities, but also in the out of the way sections.

"Another matter of extreme importance in dealing with the members of American republics other than our own is our attitude toward the colored question. A keen Brazilian said to me: 'Unless the people of the United States take a different attitude to the colored question down here than they do at home our close and permanent friendly relations are doomed.'

"He did not mean that we were necessarily to reverse our policy in the United States concerning marriage between people of different color, but rather that we should recognize that there is no color line in Brazil, and that throughout Latin America, where the white blood had been mixed freely with that of the Indian, and in some parts with the negro blood, there could not be drawn the distinct line of demarcation as here among us."

Color Line Impossible

"When members of the National Academy of Letters, politicians of note and writers and poets of distinction are ostensibly dark skinned and proud, especially of their *coboco* blood (mixture of European and Indian), it stands to reason that a discrimination of acquaintances based on the fact of face pigment is impossible. Americans or Europeans who reside in these countries successfully are quick to discern the conditions, and act accordingly. It is not so easy for us dwelling thousands of miles away, and a slip of the pen that classifies these people, whose complexion in general is that of Spain or southern Italy, among South African negroes is a tragic mistake."

"It is high time for us in the United States to realize that the vast populations of the planet are of a color of skin different from our own, and by that reason not necessarily our inferiors."

Must Have Equality

"It is on the basis of equality, not theoretical, but real, that we are to win the South American. None are quicker to resent patronage of any kind. Justly so, since their best are on a level of understanding or culture not inferior to North Americans or Europeans. Many keen students of nations think that the Latin American is ahead of us, when found at the summit of his society, both in cosmopolitan knowledge and brain power."

"It is important that we as a nation understand these matters and study to be liberal minded, seeking to find what a people, not our own, desire as things worth while, rather than what we may chance to regard as important. No one race or nation is complete in and of itself. Every people have a distinct contribution for the completeness of the world's idealism and accomplishment."

"The East has stood for spiritual gifts as the West has given the material things, the organization and the modern science. Yet these latter are powerless and puny props without the aspirations and satisfactions of the spiritual and ideal elements by which also men must live."

America Needs Soul

"If the South Americans incline toward the traits that are our opposites, things that flavor of the Orient, of sentiment, family life and romantic and chivalric attachments, let no one say they are by this fact inferior. America needs soul today. Money and vast organization of capital are the possessions of the northern sphere. To the south, the great hemisphere is rich in feeling."

conscious of cultured and polite inheritance, placing a great emphasis upon pleasures, fine arts and gentlemanhood, not without attention to friendship and easy human relations unknown to a like degree in the braker, more abrupt north. These, too, are needed.

"We are members one of another. The world is one. Earth's children come from the east, the west, the north and the south. They will come, too, bringing gifts. Fortunate is the man who can see all life steadily and see it whole."

St. John's University News Notes

With the victory of last Monday over Soochow, the basketball season came to an end. The track team has been out for some weeks and the baseball season is now under way. Prospects in track and baseball are bright. The East China Intercollegiate Meet has been set for April 26, and will be held on the St. John's track.

The subjects for the Sociological Essay prize, one of the important annual prizes offered at the University are announced for the year: The Recent Census of the Shanghai Magistracy, the Family in China, the election of 1918, present Day Taoism, the Mosques of Shanghai, the Civil Service in China since the founding of the Republic, prohibition of the Export of Food Grains in Eastern Countries, the Justice of the Taxation of Salt.

Professor H. F. MacNair has returned to St. John's from Dr. Fearn's Hospital. He suffered a relapse after partially recovering from influenza.

Bishop Norris of Peking was the preacher at the morning service in the St. John's Pro-Cathedral on April 6.

At a joint meeting of the Executive Committee and the sub-committees of

the Shanghai Branch of the Alumni Association held lately, the following schemes among others, were decided upon:

On the occasion of the fortieth anniversary of the founding of the University, the Alumni Association will

raise a fund of \$10,000 to be presented to the University, for the erection of a Social Hall, in memory of the late Mrs. F. L. Hawks Roth. According to the pro-rata apportionment, the Shanghai Branch is to raise the sum of \$4,000. The committee is preparing the pledge cards

to be sent to all the members of the Branch. The subscription books and receipts will be soon ready for distribution.

In honor of Dr. John W. Wood, the General Secretary of the Board of Trustees of the University, who is

now on a visit to China, a banquet will be held at the Great Eastern Hotel on Saturday, May 3, at 7 p.m. The University faculty will be invited to attend the banquet and some prominent representatives of the official, educational and commercial circles will also be invited.



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3 SPASMS

Bolshevism World Menace, Says Col. Raymond Robins

Pioneer Fighter For Social Justice Denounces It
From His Own Observation

About the Bolsheviki there is much talk, much of it idle and unfounded, and most of it mere assumption. Some say the Bolsheviki regime is utterly, some that it is more terrorism. The agitation and roiled conservatism of the majority of those who say the latter makes them suspect. The evidence of Colonel Raymond Robins, of Chicago, is therefore the more weighty. Colonel Robins is a pioneer fighter for social justice, a man of money who has lived a life of hardship amid gold miners and factory workers that he might know life naked and real. Colonel Robins spent several months in Russia as member of the American Mission. His keen sensitiveness and fine imagination and his uncompromising sympathy for the down-trodden not only fit him to estimate a movement such as that of the Bolsheviki but give his words authority when he speaks in denunciation of it.

Washington, March 6.—Colonel Raymond Robins, who was in Russia with the American Red Cross Mission for a year, five months of it under the Bolsheviki, denounced the theory and practice of that government before the Overman Inquiry committee today with eloquence and fervor.

The colonel, best known in this country as a leader of the Progressive party, having been chairman of its last national convention, was called largely because of the demand of the Bolsheviki apologists, who had declared he would support their contentions. He also paid his respects to parlor revolutionists, and declared that any person who advocates revolution in America should be "arrested, indicted, tried and convicted."

For six hours the committee listened to his story of the Russian revolution and its actors, with many of whom he came into close contact. He will take the stand again tomorrow.

He told for the first time many of the details of the repeated offers of the Bolsheviki leaders to co-operate with the Allies against Germany and their failure because of the Allied attitude.

He avoided discussion of the so-called Simon papers because, he said, it would inevitably reflect on Mr. Simon, who is abroad. It is understood he will be asked to tell that story tomorrow.

Mr. Robins did deny many of the charges which have been made against the Bolsheviki. He believed the stories of atrocities greatly exaggerated, as he had found little truth behind the rumors he had been able to investigate. He did not believe the leaders were consciously pre-German, giving many reasons for this, drawn from his own experience. He confirmed the stories of starvation and destruction of industry. He did not believe that any considerable part of the Russian masses were ready to turn against the Bolsheviki.

Colonel Robins emphasized that no one could know much about the Russian situation, but declared he believed that his close association with Lenin and Trotsky and others, and his careful study of affairs there, had qualified him to speak as well as any one could.

"The most delightful thing I have seen since I came back," he said, "was a cartoon by Ding in The New York Tribune, which showed three men carrying a fourth up the street. A bystander asked what was the matter, and they replied they were taking him to the insane asylum because he claimed to know all about the Russian situation. That was the most truthful thing about Russia I have seen anywhere."

Blunders Due To Ignorance
Most of the conceptions about Russia and most of the blunders made in handling the situation there were because of wide ignorance, he said. There were in Russia, only two classes of people—the 7 percent who were educated, with whom foreigners came into contact, and the 93 percent who worked with their hands. The trouble had been that many foreigners had taken their view of the situation from the 7 percent, and so never had a conception of the "real outdoor truth" and entertained false hopes of the overthrow of the Bolsheviki. He referred to those people later as those with "7 percent views."

"Is Bolshevism a menace?" he asked when summing up his testimony. "There is a menace in it, so much greater, so much deeper than the people with the 7 percent brains have seen and told, so much worse than any mere pro-Germanism, that I feel we should use every power of civilization to understand and combat it."

Government Based On Class
"There has been an attempt made to establish a government based on

majority of American minds would repudiate it utterly. If this is followed by intelligent legislation to correct what is wrong in our civilization it would wipe out the breeding spots of unrest. The I. W. W., for instance, and such things, always spring from some economic wrong. Take away the three fears of the workers, the fear of unemployment, of disaster, and of old age and premature death, then you will have for him a land that is worth living in and that he will know and feel is worth fighting for."

Would Use Publicity Method
"Would you work chiefly with laws of repression or of publicity?" the Senator asked.

"With publicity mostly. Laws against the red flag wouldn't work. Would you not forbid the use of the red flag when it is a symbol of a desire to overthrow the government?"

"I would not attack it that way. But every man who is advocating overthrowing the government I would arrest, indict, try and convict."

U. S. Must Beat German Entry
"Mr. Robins's plan for Russia was for economic co-operation to forestall the German economic invasion of the country which he declared inevitable if America kept out. "Either Germany will dominate or we will," he said.

"I agree with the President that the best cure for Bolshevism is food," he declared. "I believe that if we send food and intelligent commissions to help in the reorganization of Russia's economic structure normal life would begin and that comfort and personal aspiration would destroy the formula of Bolshevism."

Bolsheviki Want U. S. Co-operation
Colonel Robins told of the constant offers of co-operation with American Allied forces which were made by the Bolsheviki. He did not use the word blunders, but he told of many cases where subsequent developments have justified his efforts to have such offers accepted.

"One of these was an offer by the Soviets to turn over to the American Railway Commission full control of the trans-Siberian railway and to make any man they might name assistant commissioner in charge. The conditions were that the resources should be divided, half to be used in getting food from Siberia into Russia and the other half to get the artillery and supplies back from the Russian front, which Trotsky assured him might be seized at any time by the Germans."

"I argued this," he said. "Others opposed it. I wanted to get a demonstration whether we could work with the Soviets. We would have had something definite to go on and would have got out of the fog of conjecture."

Wanted Economic Alliance
"You mean to say you wanted an alliance with the Bolsheviki?"

"Economic cooperation. There was no question about it. There were many big guns on the front, but there by the British, with lots of ammunition. We could have taken them anywhere we wanted to, if the plan had worked. It seemed to me worth while trying. It seemed to me worth while trying."

"One fiasco came while the ratification of the Brest-Litovsk treaty was

awaiting action by the Russian Soviet.

"Trotzky told me that Lenin was so in fear of the Brest treaty that if he could get the promise of American support to fight with Germany he would have the Soviet refuse ratification," said Colonel Robins. "I was surprised and suspicious. This was not the attitude I believed Lenin was taking. He had argued that there was no hope of fighting Germany. So I told him I wanted that proposition in writing. He said: 'Do you want my life? If the Germans ever learn there is such a document they will come right in.' I said: 'Don't sign it, but draw it up so I will have a definite thing to go on.'"

"I went back a little later and he had the document, and we went to see Lenin, who confirmed it absolutely. Then I went to R. H. Bruce Lockhart, the British commissioner, who sent a cable advising what I did, but going further. I then saw Harold Williams, who had been with the 7 percent and against the Bolsheviki at all points. He sent a cable to his paper in London and the British Foreign Office, whose agent he was, saying it seemed the sound policy in the situation. I also saw R. R. Stevens, the agent of the American branch bank, Charles Smith, of The Associated Press, and Am-

bassador Francis. All sent similar messages."

"Lenin changed the date of the congress, giving more time for an answer, but none came, and the treaty was ratified."

Creel Propaganda Harmful
"The Korniloff counter-revolution, which had Allied support," he said, "was really engineered by the reactionaries, and was foredoomed. Its supporters did not understand the 93 percent of the people. The propaganda sent in by the Creel committee did more harm than good."

There were two chief reasons, he said, for the failure of the American influence. One was the use by German propagandists of the attacks which had been made on Elihu Root—Mr. Robins took pains to declare that he believed them unfounded—as a Wall Street agent. The other was the return of the thousands of Russians, Jews and Slavs from America, where they had seen only the worst side of our civilization.

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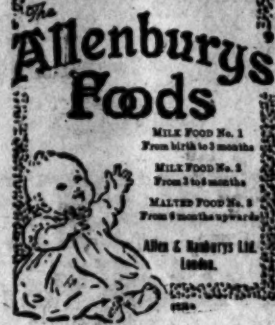
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Better because larger.

The tobacco in the Magnums is the same bright Virginia tobacco found in ordinary Three Castles.

The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.

(Continued from Page 26)

Central 3829

The Epic Of The Lost American Battalion

(Continued from Page 20)

dressings. They did this heroically drawing from corpse to corpse until they found sufficient material, then back to the wounded to dress their hurts, sometimes gazing shell wounds which they knew it was useless to touch.

On October 5, an American airplane circled high over the ravine. White panels had been placed on the ground near Major Whittlesey's shelter, but through the trees it seemed improbable that the aviator might see them. Some time later, however, American artillery fire from guns miles away began to crash on the ridge of the hill to the south, and creeping slowly down the slope the barrage plainly caught a mass of the enemy gathered there presumably for an attack. Their bodies and pieces thereof were hurled into the air and wild screams sounded in the din of the explosions. It was a cheering but equally anxious moment for the survivors of the "Lost Battalion" huddled there on the opposite slope.

The barrage which played stationary for some time in the enemy position moved forward down toward the bottom of the ravine, and it appeared that it would mount the opposite slope into the American foxholes. But something intervened at that moment. The barrage lifted as if guided by an unseen hand, and "hopping" in the northern slope completely came down again with a multitude of crashes on the crest of the northern slope. Here again it caught the enemy—the leering grenade throwers atop the cliff—and it scattered them as it crept northward. Their howls were heard for some time afterward in the American line, and these were the howls of agony and death.

Even now it is still unknown to survivors of the "Lost Battalion" here whether that American airplane saw and reported their exact position, or whether it was just plain Providence which directed that marvellous barrage. On the previous night a faint ray of hope sprang into the breasts of the beleaguered men as they distinguished the faint "tat-tat-tat" of Chauchats—the light machine gun adopted from the French—somewhere to the south. The Chauchats has a distinctive sound, a different "crack" from other machine guns, and sounds seemed to tell that a relieving force might be on its way. But by daylight the crack of Chauchats died away and no reinforcements came.

Following their experience in the American barrage, the Germans moved scores of additional machine guns to the southern ridge and started a barrage of bullets across the ravine into the American position which seemed intent on wiping out all life. Showers of leaden pellets chewed up the rocky soil, searching almost every foot, penetrating the shelters, killing and wounding many.

That night weakened men, further weakened by wounds, filled the darkness with an uncanny moan—they couldn't help it. Things seemed to be nearing the end. Ammunition, like food, was practically exhausted. Men were beginning to take desperate chances for food. One crawled into the enemy line and came back with a morsel of black bread he had taken from an enemy corpse. Another found a strip of bacon in his pocket which he had carried to soften some scratches on his hand. He divided it with a companion and they ate their first bite in several days. Others dug roots from the hard soil and tried to get nourishment from them.

October 6 dawned with an overcast sky and eventually rain. It was Sunday. No one knew it was Sunday, but it was a day of near despair, when it took strong men to believe that anything remained but death. From information I have gathered here in Chateau Villain, however, I am convinced that not one man thought of surrender.

The firing from the south seemed a trifle nearer that day, but there were many things to indicate that reinforcements could never arrive in there. American airplanes loomed over the ravine occasionally, dropping parcels of food, but never in the ravine itself. With terrible regularity these parcels fell in the enemy line, and it was too plain that the aviators were mistaking the German positions for American. They were feeding the Boche. Starving Americans were being denied American food!

The Enemy Asks Surrender

Heavy French mortar shells continued to fall in the ravine. German machine guns redoubled their firing. This firing deprived the "Lost Battalion" of the last two officers of the machine gun detachment. Both were killed. It was discovered that but one of the nine American machine guns remained in action. Ammunition for this remaining gun was all but gone. Dead men lay unburied almost everywhere within the hollow square. The moans of the wounded had almost ceased. Most of them were dead. About 275 pitiful survivors existed from among nearly 700 who advanced into the ravine some days before. But the survivors, every man, realized why they advanced into the "ravine

of death"—to take and hold it, and they were doing just that.

On the morning of October 7, Monday, nine men had slipped out into the German lines in a desperate effort to collect one of the food parcels dropped by the airplanes. They had encountered a German outpost and five were killed, the remainder wounded or captured. During the afternoon a figure, dirty and bedraggled, carrying an unloaded rifle to which a white rag had been tied, was brought to Major Whittlesey. The battalion commander was conferring with Captain McMurtry and Captain Holderman at the time. The man was a survivor of the food patrol and he bore a message from the German commander:

"To the commanding officer, 'Infantry 77th American Division.' 'Sir: The bearer of this present, Private—, has been taken prisoner by us. He refused to give the German intelligence officer any answer to his questions and is quite an honorable fellow, doing honor to his fatherland in the strictest sense of the word. 'He has been charged against his will, believing that he is doing wrong to his country, to carry forward this present letter to the officer in charge of the battalion of the 77th Division with the purpose to recommend this commander to surrender with his forces, as it would be quite useless to resist any more, in view of the present conditions. 'The suffering of your wounded men can be heard over here in the German lines and we are appealing to your human sentiments to stop. A white flag shown by one of your men will tell us that you agree with these conditions. Please treat Private— as an honorable man. He is quite a soldier. I am very sorry you. 'THE GERMAN COMMANDING OFFICER.'"

Whittlesey read the note and passed it to McMurtry. The latter read and passed it to Holderman. No one spoke. Whittlesey passed out of the dugout and picked up some white panels placed on the ground to attract American aeroplanes. White flags were repulsive. He reentered the dugout. Still no one spoke. Clearly the appeal to "human sentiments" hadn't penetrated.

Contrary to many reports, Whittlesey did not write a note and send it back saying, "Go to hell!" He sent no note. But a "go to hell" sentiment was that which spread over the hillside as the news of the German message was whispered from foxhole to foxhole. Weakened voices yelled it into the German lines, and they yelled worse. What they yelled wouldn't set well in print, but it was the sentiment, the American sentiment.

Liquid Fire The Last Attempt

Later in the day something that put more life into the heroic band of survivors than anything they had experienced was the growing sound of machine-gun and rifle fire, unmistakably American, coming from the south. Men wept and set their jaws firmer together.

Evidently the Germans heard these sounds too. And they played their last card—liquid fire. This was the height of "human sentiment" against men they knew had fought a heroic battle and were brave enough to fight it out until none remained, if need be.

Jets of liquid flame, accompanied by steady streams of machine-gun, rifle bullets and grenades, struck at the American left flank. With oaths too terrible and weird to repeat the survivors rushed to the defense of the menaced side of the hollow square and fought like supermen.

When the day was over, the survivors were still there, fighting like supermen.

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Freight Market

Messrs. Wheelock and Co.'s report of April 10, says:

The situation in our Homeward Freight market is as follows:

To United Kingdom and Continent: Things have improved somewhat on this berth since last writing and there is quite a fair amount of inquiry for space, particularly for Genoa, Marseilles and Rotterdam and steamers giving such loadings are being well supported. A moderately good demand is also apparent for London, especially in the way of foodstuffs.

A matter of interest to shippers is the fact, as from the 7th inst., the China Homeward Freight Conference has reduced rates on the basis of £5.00 per "scale" ton. The result of this reduction will be that ordinary general cargo, which according to the present Tariff, pays 120/- per ton of 40 cubic feet will henceforth pay 100/- per ton, but weight or measurement cargo, which takes up more space in the ship's hold than 40 cubic feet to the ton will be rated proportionally. A revised tariff is now in the printers' hands and will be issued shortly.

To United States via Pacific: There is no change to report on this berth as far as cargo is concerned, but we hear rumors that the Trans-Pacific Freight Bureau may reduce some of its rates still further in the near future.

For the United Kingdom and Continent: The next cargo-boats to load on this berth are as follows:

London, s.s. Iyo MaruApril 14
Liverpool, s.s. TelamonApril 14
Marseilles, London, s.s. Genoa, s.s.April 16
London, Amsterdam, Antwerp, s.s. LaomedonApril 17
London, Antwerp, s.s. Glen-gyleApril 24
Marseilles, London, s.s. NelloreApril 26
London, s.s. Atsuta MaruApril 28

For New York via Panama: The s.s. "Lowther Castle" is the next boat to take this berth, she is ready to commence loading today and is expected to sail on the 18th instant, there is no news to hand so far as to the May sailing.

Coal Market

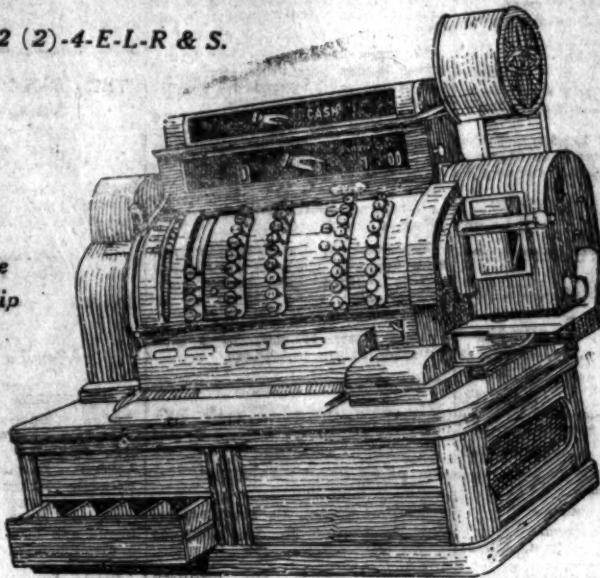
In their report of April 10 Messrs. Wheelock and Co. write as follows: Japan Coal: As usual of late there has been little or no business done on this market and there is consequently nothing to report the only thing worthy of remark is the large number of arrivals during the past fortnight bringing in over 67,000 tons of coal which is apparently the result of the cheaper freight now ruling, but in Japan there has been quite a lot

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It shows what each clerk does

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This is Your Receipt for the Correct Amount of your Cash.
D \$ 100 - 0001 May 25-17
Trans. Amount Trans. No. Date
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A \$ - 1.50 - 0003
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A \$ - 1.15 - 0006
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When desired, this register prints on a sales-slip instead of a receipt. The printed amount of the records on the printed receipts which are given to the customer at the time the transaction occurs. It protects you from disputes, unjust claims, and losses.

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"UNIVERSAL PROVIDERS"

Shanghai Produce & Stock Exchange

Shanghai, April 12, 1919.
Official
Japanese Government Bonds
Railway Purchase 5% Tls. 42.45
Railway Purchase 5% Tls. 43.10
May
Railway Purchase 5% Tls. 42.05
June
Shanghai Cotton Mfg Co. Tls. 177.00 May
Japan and China S. and W. Co. Tls. 17.75 June
Local Yarn:
Water Moon 16's Tls. 190.80 April
Water Moon 16's Tls. 178.10 May
Water Moon 16's Tls. 168.50 June
Phoenix Tls. 179.30 April
Phoenix Tls. 168.80 May
Wedding Tls. 173.70 April
Wedding Tls. 165.90 May
Two Tigers Tls. 176.50 April
Two Tigers Tls. 167.00 May
Two Tigers Tls. 160.50 June
For Standard Tls. 164.00 May

Stock Exchange

Shanghai, April 12, 1919.
BUSINESS DONE
Official
New Engineering Tls. 27.25 June
New Engineering Tls. 27.40 June
Shanghai Docks Tls. 128.00 April
Shanghai Docks Tls. 123.00 July
Yangtze Cotton Tls. 12.65 June
Yangtze Cotton Tls. 12.30 cash
Yangtze Cotton Tls. 12.70 June
Trams "B" Tls. 80.00
Telephones Tls. 77.00
Shanghai Cotton Tls. 180.00 June
Yangtze Cotton Tls. 12.65
Yangtze Cotton Tls. 12.70 June
Yangtze Cotton Tls. 12.65 June
Unofficial
Ewo Cotton (Ord.) Tls. 255.00 June
Chengs Tls. 2.00
New Engineering Tls. 27.50 June
Yangtze Cotton Tls. 12.75 June
Shanghai Docks Tls. 127.50

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending April 10:
Cotton share dealings have again constituted the feature of the week's business, especially the sudden appreciation of Kungyiks. These shares closed last week (April 9) at Tls. 23 1/2 cash and Tls. 24 1/2 June. The closing quotations on April 10 were

Tls. 24 cash and Tls. 35 June. Other Cottons have also appreciated considerably, viz., Yangtzepeeps from Tls. 10.45 cash and Tls. 11.10 June to Tls. 11.25 cash and Tls. 11.75 June; and Laou Kung Mows from Tls. 150 to Tls. 170. There rather sensational rises are rumored to be due to the control of the market by the Bulls. Whether this rumor is correct or not there appears to be no doubt that the recent big fluctuations in certain Cotton shares are due chiefly to the operations of speculators and not to a general investment demand. The final outcome of the bull and bear operations remains to be seen. The market in other departments remains quiet but steady.

Silk Market

In their report for week ending April 11 Messrs. William Little and Co. write as follows:
White Silk.—The market continues to rule quiet but steadier with little doing however.
Tartan New Style.—Gold Stork 1 and 2 Tls. 535 av. Gold Phoenix Ex. 1. Tls. 535 av. Red Peacock Ex. 1. Tls. 520 av. Red Locomotive Ex. 1. Tls. 525 av.
Steam Filatures.—There has been a very considerable business done at advancing rates. Latest purchases show Tls. 20 advance in some instances on rates ruling at the commencement of the month.
Yellow Silk.—The "Dunera" took some 1,600 bales at generally Tls. 5 higher than last mail. —A fair line has been settled of Best grades at Tls. 20 advance. Tls. 200 av. Market firm with inquiry.

HOSIERYBUYERSPLANNING INTERNATIONAL MEETING

The very vexed question of eliminating the high cost of buying which has exercised the minds of overseas knit goods men in the past, bids fair to find a solution through the agency of the National Association of Hosiery and Underwear Manufacturers of America whose headquarters are at Philadelphia, Pennsylvania. —Commencing the first week of June next an exposition of Hosiery will open in the Quaker City which will attract the buyers from the four corners of the earth. Here the Antipodean will rub shoulders with the Icelandic, the Latin will fraternize with the Slav, and, despite Kipling's assertion to the contrary, the East and the West will meet on common ground. The association responsible for the Exposition represents the leading manufacturers of the United States. Originally formed as a protective body, the Association has gradually extended until its ramifications now

extend from one end of the United States to the other.

Having perfected their organization for domestic business, the members of the Association are now desirous of extending a helping hand to their overseas customers. With this end in view they are, through the medium of the foreign press, issuing a cordial invitation to merchants abroad, who will find a visit to the Exposition not only edifying but profitable. The principal object of the Exposition is to develop a close and direct relationship with foreign buyers. As a result it is anticipated that buying conditions for export will be considerably improved and a better understanding arrived at between the manufacturer and the buyer.

Amusements

Victoria Theatre TONIGHT

The Seven Deadly Sins PRESENTING

"ENVY" Five Parts

SPECIAL PROGRAMME AT POPULAR PRICES

on Tuesday, April 15th,

WITH THE TWO BEST
ARTISTS IN THE WORLD

CHARLIE CHAPLIN and DOUGLAS FAIRBANKS

Olympic Theatre

SHOWING

on April 13th and 14th

PAULINE FREDERICK

"THE SPIDER" Five Parts

SHE STANDS FOR A MILLION
GIRLS
Rubye de Remer, as the Heroine
of Rex Beach's Greatest Picture

"The Auction Block"

Represents the Aggregate Maiden-
hood of the World; and the
temptations to which she is sub-
jected in the course of the Drama
are supposed to cover all possible
temptations to which girls are
subjected in Real Life

This Tremendous Punch Play
Will be Screened on April 17
With Special Music



REX
BEACH'S
GREATEST
PICTURE
"THE
AUCTION
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AMUSEMENTS

Tonight! THE APOLLO THEATRE PRESENTS

FRANK KEENAN the distinguished American in "MORE TROUBLE"

There is a certain freshness of novelty to the theme of "More Trouble," the Pathe photoplay in which Frank Keenan is starring at this theatre, which makes it amusing every foot of the way, and reveals Keenan in a humorous role quite different from the serious character parts with which he has been identified in the past. "More Trouble" contains much clean swift-moving fun. The Keenan Picture is based on a story by Edgar Franklin, and, as adapted to the screen by Guida Bergere, it has the added merit of a sustained mystery. The plot revolves about a college boy of seemingly exemplary habits whose return home from school is followed by a deluge of bills indicating anything but a quiet career away from home. His father's drastic treatment of the bill collectors involves his own business in difficulties and only an unexpected denouement saves him from disaster. The picture was directed by Ernest C. Warde, son of Frederick Warde, the veteran actor.

We shall also screen
Pathe's British Gazette—Salmon Fishing
TOTO—in "BEACH SPORTS"
Time and Prices as usual.

Matinee, Today at 3 p.m.
Let and 2nd Episodes of the Great Serial
"HANDS UP" Featuring
Ruth Roland

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"ULTUS" Second Series

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Special Performance by Mr. KENTEL.
The Strongest Man Now Touring in the East

TONIGHT
"ULTUS" Second Series
The Most Wonderful Detective Picture yet Shown
in the Far East

— also —
WRESTLING AND BOXING MATCHES

MONDAY'S PROGRAMME
"THE COUNT OF MONTE CRISTO"
4th Epoch

— and —
Performance on "Diabolo" by Mr. CHING FAN LING
One of the Expert Entertainers of the late President
YUAN SHI-K'AI.

A Reward of \$500.00 will be given by Mr. Ching to any one who is his equal or superior in performing on this weird instrument.
His handling of this instrument is really wonderful and superb, and is well worth seeing.

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Tomorrow night! — Tomorrow night!

Monday, April 14th

The Carnival of Laughter
"MARY'S ANKLE"

Tuesday & Wednesday,
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For the first time in Shanghai
"COMMON CLAY"

Prices: \$2, \$3, and \$1. Booking at Moutrie & Co.

TODAY'S Matinee at 3 p.m.

"A PAIR OF SIXES"

USUAL PRICES

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in "A DOG'S LIFE"
HIS FIRST MILLION DOLLAR PICTURE

AT THE APOLLO, Tomorrow and APRIL 15th, - 16th and 17th - CHARLIE CHAPLIN IN HIS FIRST MILLION DOLLAR FILM

"A DOG'S LIFE"

3 SPASMS OF YELLS AND ROARS. Circle \$2.00
Stalls \$1.00 Booking at Robinson's

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For River Ports

HANKOW & PORTS.—The Str. Kiangwah, Captain John McArthur, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangwah, Captain John McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kiangwah, Captain John McArthur, will leave on Monday, April 14, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Fengyang Maru, Captain S. Tachino, will be despatched from N. Y. K. Mail Wharf on Monday, April 14, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The Co's Steamer Tachung Maru, Captain Y. Yamaguchi, will be despatched from N.Y.K. Postung Wharf on Tuesday, April 15, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tachung, tons 3,770, Capt. Campbell, will leave on Tuesday, April 15, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Steamer Nankai, Captain H. A. Wavell, will leave from the French Bund on Tuesday, April 15, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co's Steamer Sanyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on Wednesday, April 16, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Wednesday, April 16, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tachung, Captain C. C. Williams, will leave from the French Bund on Thursday, April 17, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer Hualien, tons 1,151, will leave on Thursday, April 17, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tsongpo, tons 3,325, Captain Finkelstein, will leave on Friday, April 19, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luany, Captain Frazier, will leave from the French Bund on Friday, April 19, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG & CANTON.—The Str. Kwangtung, Captain A. P. Sangster, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Kwangtung, Captain J. D. Milne, will leave on Sunday, April 13, at 3 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Tel. No. 77.

WENCHOW.—The Str. Kwangchi, Captain J. H. Davis, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Scott E. N. B. will leave from the French Bund on Monday, April 14, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sinking, Capt. E. W. Eedy, will leave from the French Bund direct for the above ports on Tuesday, April 15, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Suiyang, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Thursday, April 17, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOO-CHOW & KEELUNG.—The Steamer Kohoku Maru, Captain M. Tsuboki, will be despatched from the Co's Yangtsepo Wharf on Friday, April 12, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

HONGKONG.—The Str. Canada Maru, Captain T. Bando, will be despatched from the Co's Yangtsepo Wharf on Thursday, May 29, at 10 a.m. The steam-launch conveying passengers on board will leave the Custom Jetty at the same day. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

CHEFOO & NEWCHANG.—The Str. Toonah, Captain C. Taylor, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN DIRECT.—The Str. Felching, Captain J. Smith, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN & DAIREN.—The Str. Kohoku Maru, Captain M. Tsuboki, will be despatched from the Co's Yangtsepo Wharf on Sunday, April 13, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

CHEFOO & TIENTSIN.—The Str. Hsinfung, Captain W. S. Rowe, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

CHINWANGTAO DIRECT.—The Kailan Mining Administration Str. Hero, will despatch on Tuesday, April 15, For Freight apply to Agents, 1 Jinkee Road Tel. Central 1115.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Capt. McIntosh, will leave from the French Bund on Tuesday, April 15, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The Steamer Suma Maru, Captain N. Iwamatsu, will be despatched from the Co's Yangtsepo Wharf on Wednesday, April 16, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Capt. McIntosh, will leave from the French Bund on Tuesday, April 15, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The Steamer Suma Maru, Captain N. Iwamatsu, will be despatched from the Co's Yangtsepo Wharf on Wednesday, April 16, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, APRIL 13, 1919

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00					22.00
Europe via Hongkong	Iyo Maru					16.00	15.30
Swatow, Hongkong & Canton	Wosang	9.00					8.30
Europe via Hongkong	Iyo Maru	15.30					15.00
Tomorrow.							
River Ports	Train & Str.	22.00					22.00
Vladivostok and Siberia	Via P. & H.	17.00					17.00
Chefoo	Hsinfung	22.00					22.00
V'stok and Siberia via Pukow and Harbin (Daily except Sunday)	Train					17.00	17.00
Ningpo	Hsin Peking					15.00	
Tientsin	Train					17.00	
Hankow	Train					17.00	
Vladivostok	do					17.00	
Tuesday, April 15.							
Weihaioei, Chefoo & Tientsin	Fengtien	14.00					
United Kingdom, via Suez	T'laomedon	17.00					
Weihaioei and Chefoo	Fengtien	14.00					13.30
Swatow, Hongkong & Canton	Wingsang	22.00					22.00
Swatow and Hongkong	Wingsang	17.00					
Hongkong and Canton	Sinking	9.00					8.30
Hongkong	Sinking	9.00					
River Ports	Train & Str.	22.00					22.00
Vladivostok and Siberia	Via P. & H.	17.00					17.00
Japan Ports	Omi M.	17.00					
Japan, Canada, USA & Europe	R. Dollar	17.00					16.30
Japan & America	Omi Maru					20.00	19.30
Wednesday, April 16.							
Amoy and Hongkong	Suiyang	17.00					
N'saki, Kobe, Y'hama, Canada	Manila M.	17.00					17.00
USA & Europe, via Canada	Suiyang	22.00					22.00
Amoy, Hongkong & Canton	Suiyang	22.00					
Thursday, April 17.							
Weihaioei, Chefoo & Tientsin	Tungchow	9.00					8.30
Weihaioei and Chefoo	Tungchow	9.00					
Saturday, April 19.							
Hongkong and Manila	Suwa Maru					10.30	10.00
Japan & America, via Moji	Kumano M.					12.30	12.00
Dalny	Kobe Maru						
Japan & America, via N'saki	Kasuga Maru					11.30	11.00

† Parcels only

Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

The Chinese Post Office will close two mails daily for Tientsin, Tientsin, Peking, etc.

a.—at 21 for S.N.R. 23 o'clock train

b.—at 7 for S.N.R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 45 minutes later than those closed for the previous night's train.

same day. For Freight and Passage, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Tachung, Captain Harris, will leave from the French Bund on Thursday, April 17, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Captain Northcombe, will leave from the French Bund on Saturday, April 19, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Tel. No. 77.

For Foreign Ports

LONDON.—The Str. Andes Maru, Captain S. Salto, will be despatched from the Co's No. 9 Buoy Wharf on April 17. For Freight please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund Tel. No. Central 4234 & 4235.

TAKOMA & SEATTLE, CALIFORNIA.—The Steamer Van-couver Maru, Captain K. Salto, will be despatched from the Co's No. 9 Buoy on Tuesday, April 22. For Freight please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund Tel. Central No. 4234 & 4235.

LONDON.—The Steamer Chifuku Maru, Captain K. Salto, will be despatched from the Co's No. 9 Buoy on Tuesday, April 22. For Freight, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON.—The Steamer Chifuku Maru, Captain K. Salto, will be despatched from the Co's No. 9 Buoy on Tuesday, April 22. For Freight, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON.—The Steamer Chifuku Maru, Captain K. Salto, will be despatched from the Co's No. 9 Buoy on Tuesday, April 22. For Freight, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON.—The Steamer Chifuku Maru, Captain K. Salto, will be despatched from the Co's No. 9 Buoy on Tuesday, April 22. For Freight, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON.—The Steamer Chifuku Maru, Captain K. Salto, will be despatched from the Co's No. 9 Buoy on Tuesday, April 22. For Freight, please apply to THE OSAKA SHOSHEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

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C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Wosung, Luany, Nankai, Poyang, Tachung, Wuchang and Chungking.—S.S. Tachung, Fengtien, Shantien and Shengking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tachung, Fengtien, Shantien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sanyang, Sinking, Sinking, Sinking and Sinking.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4:30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 16 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77. Agents, 21-23 French Bund. Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS TRANS-PACIFIC SERVICE "ECUADOR" "VENEZUELA" "COLOMBIA"

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. Ecuador April 20	S.S. Colombia May 3
S.S. Colombia May 24	S.S. Venezuela May 31
S.S. Venezuela June 21	S.S. Ecuador June 28

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE

"COLUSA" "SANTA CRUZ"

SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo	For San Francisco via Honolulu
S.S. Santa Cruz April 28	S.S. Colusa April 28

PANAMA SERVICE

Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to

PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.
Telephone Central 5055 Cable Address "Solano"



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OSAKA SHOSHEN KAISHA

(Osaka Mercantile Steamship Co., Ltd.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

FOR LONDON (Via Hongkong and Singapore).

CHIGUKU MARU (15,000 tons) Capt. K. Salto, Apr. 21 Apr. 22

ALTAI MARU (15,000 tons) Capt. T. Fuchigami, June

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Naga-

saki, Kobe, and Yokohama.

In connection with the Chicago, Milwaukee and St. Paul Ry.

ARABIA MARU (18,000 tons) Capt. I. Hamada, Apr. 13 Apr. 14

MANILA MARU (20,000 tons) Capt. N. Kobayashi, Apr. 16 Apr. 17

FOR HONGKONG

CANADA MARU (12,000 tons) Capt. T. Bando, May 28 May 29

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KOHOKU MARU (5,000 tons) Capt. M. Tsuboki, Apr. 11 Apr. 13

FOR TSINGTAO

SUMA MARU (2,500 tons) Capt. N. Iwamatsu, Apr. 14 Apr. 16

FOR SOUTH CHINA PORTS and FORMOSA (Fuchow, Keelung and

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, and England:

EUROPEAN LINE
Tons
IYO MARU 12,500 Capt. K. Asakawa, April 14
ATSUTA MARU 16,000 Capt. N. Inatsu, April 28

AMERICAN LINE
Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.
SUWA MARU 21,000 Capt. R. Shimidzu, May 9
FUSHIMA MARU 21,000 Capt. T. Inasawa, June 27

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)
KASUGA MARU 7,000 Capt. K. Itano, April 18
YAMASHIRO MARU 7,000 Capt. Y. Nakajima, April 25
CHIKUGO MARU 6,500 Capt. M. Taniguchi, April 29

MOJI, KOBE AND OSAKA LINE
OMI MARU 7,000 Capt. H. Kawai, April 15
KUMANO MARU 8,100 Capt. S. Saito, April 19
WAKANOUE MARU 5,500 Capt. D. Aoshima, April 23
TAKESHIMA MARU 4,500 Capt. R. Arakida, April 26

KOBE TO SEATTLE
KATORI MARU 19,000 Capt. I. Noma, April 29

FOR JAPAN
YOKOHAMA MARU 12,500 Capt. K. Okamoto, April 25

FOR HONGKONG
KATORI MARU 19,000 Capt. I. Noma, June 29

FOR MANILA AND HONGKONG
SUWA MARU 21,000 Capt. R. Shimidzu, April 19

AUSTRALIAN LINE
Regular, Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).
NIKKO MARU 10,000 Capt. M. Yamazaki, April 23
AKI MARU 12,500 Capt. F. E. Cope, May 21
TANGO MARU 14,000 Capt. M. Nishimura, June 25

CALCUTTA LINE
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.
For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

Arrivals

Arrived	From	Ship's Name	Flag Agents
Apr. 12	Ningpo	Kiangtong	Chi. C.M.S.N. Co.
Apr. 12	River ports	Kiangtung	Chi. C.M.S.N. Co.
Apr. 12	River ports	Kutwo	Br. J.M. & Co.
Apr. 12	River ports	Pengyang Maru	Jap. N.Y.K.
Apr. 12	Amoy	Wingling	Chi. C.M.S.N. Co.
Apr. 12	Hongkong	Wetshun	Chi. S.P.A.N. Co.
Apr. 12	Foochow	Haeen	Chi. C.M.S.N. Co.
Apr. 12	Liyun	Chi. K. K. Kee
Apr. 12	Fuking	Br. J.A.S.
Apr. 12	Hongkong	Tancred	Am. I.D. Co.
Apr. 12	Canton	Chuentiao	Chi. Customs
Apr. 12	Japan	Iyo Maru	Jap. N.Y.K.

Departures

Date	For	Ship's Name	Flag Agents
Apr. 12	River ports	Sulwo	Br. J.M. & Co.
Apr. 12	River ports	Poyang	Br. R. & S.
Apr. 12	River ports	Changon	Br. H.G.S.S. Co.
Apr. 12	River ports	Sulyang Maru	Jap. N.Y.K.
Apr. 12	Tientsin	Upolu	Br. J. & S.
Apr. 12	Japan	Takeshima Maru	Jap. N.Y.K.
Apr. 12	Japan	Chikugo Maru	Jap. N.Y.K.
Apr. 12	Tsingtao	Yekishin Maru	Jap. S.M.L.
Apr. 12	Wuhu	Esang	Br. J.M. & Co.
Apr. 12	Daluy	Kobe Maru	Jap. S.M.L.
Apr. 12	Hongkong	Pakwo	Chi. S.P.A.N. Co.
Apr. 12	Wingling	Shengsing	Br. J. & S.
Apr. 12	Wingling	Kingsing	Br. J.M. & Co.
Apr. 12	Tsingtao	Chenan	Br. R. & S.
Apr. 12	Singapore	Thais	Br. A.P. Co.
Apr. 12	Hirano Maru	Jap. M.R.C.
Apr. 12	Wuhu	Kungping	Chi. C.M.S.N. Co.
Apr. 12	Ningpo	Kiangtong	Chi. C.M.S.N. Co.

Sailed from Shanghai

For San Francisco
Venezuela Apr. 3
Nanking Apr. 3
For Seattle
Fushimi Maru Mar. 31
For Vancouver
Empress of Russia Mar. 15
Empress of Japan Mar. 22
Empress of Asia Mar. 21
Monteale Apr. 11
For New York Via Panama
Bloemfontein Mar. 9
Bolton Castle Mar. 21
For Falmouth
Kina Apr. 6
For London, etc.
Hector Mar. 12
Novara Mar. 14
Aitrea Mar. 15
Nore Mar. 15
Bendooan Mar. 16
Inaba Maru Mar. 17
Pyrrhus Mar. 19
Alps Maru Mar. 19
Kamo Maru Mar. 21
Elpenor Apr. 3
For Liverpool
Hector Mar. 12
Orestes Mar. 22
Antiochus Apr. 3
Aspenor Apr. 6
For Antwerp
Taurua Maru Mar. 22
For Marseilles
Andre Lebon Apr. 6
For Bombay
Dunera Apr. 10
For New Castle (Australia)
Hwathing Apr. 9

Launch Services

Saturday, April 13, 1919.
The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 11.30 a.m.

Shipping Items

The C.N. s.s. Sulyang left Hongkong for Shanghai on Thursday.
The I.C. s.s. Tuckwo left Hankow for Shanghai on Thursday.
The I.C. s.s. Ngankin left Hankow for Shanghai on Thursday.
The C.M. s.s. Hwaite left Hankow for Shanghai on Friday.
The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.
The N.Y.K. s.s. Tachang Maru left Hankow for Shanghai on Friday.
The N.Y.K. s.s. Omi Maru (Osaka-Shanghai Line) left Moji for Shanghai on Friday and may be expected to arrive today. The Omi sails for the same ports on Wednesday, April 16.
The C.M. s.s. Kiangtong left Hankow for Shanghai yesterday.
The N.Y.K. s.s. Shanyang Maru left Hankow for Shanghai yesterday.
The I.C. s.s. Archer was expected to leave Yokohama on Thursday and may be expected to arrive in Shanghai about April 17.
The I.C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.
The C.N. s.s. Tatung will leave Hankow for Shanghai today.
The C.N. s.s. Yinchow will leave Hongkong for Shanghai today.
The N.Y.K. s.s. Kasuga Maru (Shanghai-Yokohama Line) will leave Nagasaki for Shanghai today and may be expected to arrive on Tuesday April 15.
The S.M. s.s. Paul Local, with the French mails of February 25, left Hongkong for Shanghai at four o'clock on Thursday afternoon and may be expected to arrive this morning at six o'clock.
The H.O. s.s. Tehshing will leave Hankow for Shanghai tomorrow.
The C.N. s.s. Luency will leave Hankow for Shanghai tomorrow.
The N.Y.K. s.s. Taifu Maru will leave Hankow for Shanghai tomorrow.
The C.M. s.s. Kiangtong will leave Hankow for Shanghai on Tuesday.
The N.Y.K. s.s. Nanyang Maru will leave Hankow for Shanghai on Tuesday.
The C.N. s.s. Tean will leave Hongkong for Shanghai on Tuesday.
The K.M.A. s.s. Hero (chartered) left Chingwangtao for Shanghai on Friday.
The N.Y.K. s.s. Iyo Maru arrived in Shanghai yesterday and will leave for London via Suez tomorrow.
The N.Y.K. s.s. Kumano Maru (Shanghai-Osaka Line) will leave Moji for Shanghai tomorrow and may be expected to arrive on Wednesday, Saturday, April 19.
The S.M.R. s.s. Kobe Maru left Shanghai for Daluy yesterday morning.
The Blue Funnel s.s. Peking, from Liverpool, arrived in Shanghai yesterday.

Butterfield and Swire announce that their ship's sailing time will be according to the China Press.

Home and Office Lighting

Veluria

Glass Ware

Visit our Electrical Showroom and let us show you the great variety of beautiful lighting fixtures which we carry in stock—globes for every room and hall.



Economical, Efficient

G-E EDISON LAMPS-WIRING INSTALLATIONS

ELECTRICAL SHOWROOM

Anderson, Meyer & Co., Limited.

14 Yuen Ming Yuen Road

Telephone Central 778

CHINESE GOVERNMENT RAILWAYS TIENTSIN-PUKOW LINE TIME TABLE

(Published by order of the Administration)
March 15th, 1919, and until further notice

Mail 1st.	Mail 2.	Miles	Peking-Mukden Line			Mail 4.			
20.35	8.35	0	dep.	Peking	arr.	19.50			
22.45	11.12	84	arr.	Tientsin-Central	dep.	17.00			
23.50	11.17	84	dep.	Tientsin-Central	arr.	16.53			
24.00	11.25	624	arr.	Tientsin-East	dep.	16.45			
19.56			arr.	Mukden	dep.				
Local 5.	Mail 3.	Exp. 1.	Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.	
6.45	9.45	11.39	0	dep.	Tientsin-East	arr.	17.05	15.45	21.15
6.51	9.55	11.49	2.71	arr.	Tientsin-Central	dep.	16.55	15.35	20.05
7.25	10.15	11.55	7.4	dep.	Tientsin-Central	arr.	16.31	15.20	19.40
13.02	16.40	15.30	74	arr.	Tangchow	dep.	13.06	11.28	15.28
15.40	19.20	18.05	148	dep.	Tangchow	arr.	10.33	8.47	11.56
19.55	21.12	20.21		arr.	Tientsin	dep.	8.06	6.00	8.30
7.4			220	dep.	Tientsin	arr.	7.46	5.40	19.02
9.00	22.25	20.31		arr.	Tientsin	dep.	6.01	3.25	16.24
9.27	3.00	22.31	265	dep.	Tientsin	arr.	3.49	0.40	13.00
12.27	4.02	0.38	318	arr.	Yenchow	dep.	3.39	0.02	12.58
12.47	4.02	0.44		dep.	Yenchow	arr.	1.20	21.24	9.26
16.30	6.55	8.16	377	arr.	Linch	dep.	28.36	19.30	6.30
19.02	8.45	4.50		arr.	Hankow	dep.			
9.4			420	dep.	Hankow	arr.	28.29	19.00	20.50
5.40	9.00	4.37		arr.	Pengow	dep.	19.53	14.55	15.20
11.26	13.02	8.38	528	dep.	Pengow	arr.	19.46	14.35	14.09
11.51	13.20	8.40		arr.	Changchow	dep.	16.48	10.50	8.7
18.27	17.34	11.52	600	dep.	Pukow	arr.	15.30	9.20	6.40
20.68	18.55	13.00	631	arr.		dep.			
N. Exp.	Exp.		Shanghai-Hankow Line			Exp. N. Exp.			
23.00	14.20	0	0	dep.	Hankow-Ferry	arr.	14.15	6.50	
7.00	21.00	193		arr.	Shanghai-North	dep.	7.55	23.00	
Yenchow-Tsingchow Branch Line			Tientsin-Tsingchow Branch Line						
13.10 4.10 4. Yenchow s.s.	12.08 23.53	21.30 16.40 9.30 4. Yenchow s.s.	16.28 15.50 21.07						
14.03 5.45 s. Tientsin s.s.	11.15 23.00	22.40 17.50 10.40 s. Tientsin s.s.	5.15 14.40 19.5						

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST".
The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.
Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tientsin, Tangchow or Pukow.
By Order
THE TRAFFIC MANAGER.
Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday



Ask for

ASAHI BEER

SUPERIOR

AND

HIGHEST

IN QUALITY

THE DAI NIPPON BREWERY CO., LTD.: Phone, North 2560

Agents:

GANDE, PRICE & CO.

Phone, Central 205

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU "DOWN" MAIN LINE.										ZAHKOU TO SHANGHAI NORTH "UP"									
STATIONS	Local	Fast	Slow	Goods	Local	Fast	Slow	Local	Fast	STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow
Shanghai North	dep.	7.35	9.00	10.00	11.50	13.50	15.50	17.50	19.50	Zahkou	dep.	6.30	7.55	9.20	10.45	12.10	13.35	15.00	16.25
Shanghai South	dep.	7.51	9.16	10.23	12.13	14.13	16.13	18.13	20.13	Hangchow	dep.	7.00	8.30	10.00	11.30	13.00	14.30	16.00	17.30
Lungchow Junction	dep.	8.15	9.40	10.53	12.43	14.43	16.43	18.43	20.43	Yehai	dep.	8.04	9.48	11.40	13.30	15.20	17.10	19.00	20.50
										Shanghai North	arr.	8.41	10.31	12.39	14.47	16.55	19.03	21.11	23.19
Shanghai South	dep.	7.45	9.10	10.20	12.15	14.15	16.15	18.15	20.15	Shanghai South	dep.	7.15	9.28	11.22	13.16	15.10	17.04	18.98	20.92
Lungchow Junction	dep.	8.15	9.40	10.53	12.43	14.43	16.43	18.43	20.43	Lungchow Junction	arr.	9.05	10.47	12.59	15.08	17.17	19.26	21.35	23.44
Shanghai North	dep.	8.50	10.45	12.02	13.57	15.52	17.47	19.42	21.37	Shanghai North	arr.	10.20	11.35	13.05	14.35	16.05	17.35	19.05	20.35
Kiaohai	dep.	9.31	11.05	12.23	14.18	16.13	18.08	20.03	21.58	Kiaohai	arr.	10.39	11.44	13.14	14.44	16.14	17.44	19.14	20.44
Yehai	dep.	7.20	10.25	12.30	14.35	16.40	18.45	20.50	22.55	Yehai	arr.	10.46	11.51	13.21	14.51	16.21	17.51	19.21	20.51
Yehai	dep.	8.45	11.05	13.16	15.26	17.36	19.46	21.56	24.06	Yehai	arr.	11.00	12.06	13.36	15.06	16.36	18.06	19.36	21.06
Shanghai North	dep.	11.10	12.50	14.50	16.50	18.50	20.50	22.50	24.50	Shanghai North	arr.	11.00	12.06	13.36	15.06	16.36	18.06	19.36	21.06
Zahkou	arr.	11.25	13.10	15.00	16.50	18.50	20.50	22.50	24.50	Zahkou	arr.	11.00	12.06	13.36	15.06	16.36	18.06	19.36	21.06
KONZENCHIAO TO ZAHKOU										ZAHKOU TO KONZENCHIAO									
STATIONS	Local	Fast	Slow	Goods	Local	Fast	Slow	Local	Fast	STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow
Konzenchiaio	dep.	6.50	8.25	11.25	14.00	15.55	18.35	21.15	23.55	Zahkou	dep.	10.10	12.25	14.55	17.20	19.45	22.10	24.35	26.60
Kenshangmun	dep.	7.10	8.50	11.40	14.15	16.10	18.50	21.30	24.10	Hangchow	dep.	7.30	10.40	12.45	14.55	17.05	19.15	21.25	23.35
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	21.30	24.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	17.27	19.42	21.57	24.12
Zahkou	arr.	9.40	12.10	14.50	17.20	19.50	22.20	24.50	27.20	Konzenchiaio	arr.	7.55	11.10	13.10	15.25	17.40	19.55	22.10	24.25

Business and Official Notices



R. Consolato Generale d'Italia

Il sottoscritto sta lieto di ricevere i membri della Colonia Italiana e famiglie nella residenza consolare, il giorno 13 Aprile dalle ore 5 p.m. alle 7 p.m. in occasione del passaggio per Shanghai di S.E. il Comm. Garbasso R. Ministro d'Italia in Cina.

Shanghai, 11 Aprile, 1919.

Il R. Console Generale
G. DE ROSSI.

22087

Municipal Notification

No. 2602.

7% LOAN 1919
Price of issue until further notice
95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 243 Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

22057

Municipal Notification

No. 2601.

DAYLIGHT SAVING.

Notice is hereby given that all Municipal clocks will be advanced one hour with effect from midnight April 12.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

22056

NOTICE

Beginning Monday, April 14, the Shanghai American School will hold its sessions according to the time indicated by the stocks clock.

GUY C. STOCKTON,
Superintendent.

22064

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS

5, Peking Road Tel. C. 346

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of
WALTER SCOTT EMBEN,
Deceased.

Case No. 741
Estate No. 280

NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Executrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before September 30, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

KATHERINE T. EMENS,
Executrix.
c/o W. S. Emens Co.,
7, Jinkee Road,
Shanghai, China.

March 30, 1919.

21831

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of
CHARLES AMOS BIDDLE,
Deceased.

Case No. 759
Estate No. 287

NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Executrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before October 6, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

ELEANOR BIDDLE,
Executrix,
18 Nanking Road,
Shanghai, China.

April 6, 1919.

21956

Shanghai-Nanking Railway and Shanghai-Hangchow-Ningpo Railway

EASIER HOLIDAY ARRANGEMENTS

On and from Thursday, 17th, until Tuesday, 22nd April, 1919, inclusive, return tickets at a fare and a half will be issued as shown below: S.N.R.—First and Second-class between Shanghai-North, Soochow, Wush, Changchow, Tanyang, Chinkiang and Nanking.

S.H.N.R.—First, Second and Third-class Return Tickets between Shanghai-North or Shanghai-South, Sungkiang, Kashai, Kashing, Yehzah, Changan, Konzenchiao and Hangchow.

First, Second and Third-class Through Return Tickets at a fare and a half will be issued from or to the stations on either line above mentioned.

By Order,
THE TRAFFIC MANAGER.

22060

The China Land & Building Co., Ltd.

(In Voluntary Liquidation)

Notice is hereby given that the Creditors of the above-named company, which is being wound up voluntarily, are required, on or before Wednesday, the 21st day of May, 1919, being the day for that purpose fixed by the undersigned, to send their names and addresses and the particulars of their debts or claims, to the undersigned at the offices of Messrs. Seth, Mancell & Co., Public Accountants, 38 Kiangse Road, Shanghai, China, and if so required by notice in writing, are to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

A. H. MANCELL,
S. A. SETH,
Liquidators.

Shanghai, 4th April, 1919.

22048

TO LET

With Immediate Occupation.
2 Hart Road Tls. 115.00
8 " " " 65.00
207 Bubbling Well Road " 80.00
208 " " " 30.00

THE WEST END ESTATES, LTD.
38 Kiangse Road

21990

ST. PAUL ADMONISHED

Timothy to, "drink no longer water, but use a little wine for thy stomach's sake and thine infirmities."

SHAKESPEARE

made Cassius say:—"Give me a bowl of wine; in this I will bury all unkindness."

TOM MOORE SANG

"Fill the bumper fair, every drop we sprinkle
"O'er the brow of care smooths away a wrinkle."

ELEPHANT HEAD WINES

Garner, Quelch & Co.
Sole Agents.

EASTER EGGS

in great variety
Satin, Chocolate, Sugar

HOT + BUNS

Place your orders early
Café Federal

6 Broadway
Tel. North 2242

22058

TAIPING RUBBER ESTATES, LIMITED

NOTICE is hereby given to Shareholders of the TAIPING RUBBER ESTATES, LIMITED, that the SIXTH ANNUAL GENERAL MEETING will be held at the office of the Agents, No. 17, Avenue Edouard VII, on WEDNESDAY, the 30th APRIL, 1919, at 4.30 p.m.

The Transfer Books will be closed from the 25th to the 30th April, both days inclusive.

By order of the Board of Directors,
HOPKINS, DUNN & CO., LTD.,
Agents.

Shanghai, 12th April, 1919.

22065

Voelkel and Schroeder, A.G.

In Liquidation.

NOTICE TO SHAREHOLDERS

All shareholders of the above-named company are requested to send their share script to the undersigned on or before the 20th of April, 1919, for surrender, cancellation and pro rata distribution of assets in hands of the undersigned. Shareholders in outports will be given such extension of the above time as may be necessary.

G. D. MUSSO,
Receiver for
VOELKEL & SCHROEDER,
A. G.

22013



To be obtained from local agent
Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New Ft. Bishopsgate,
London, E.C.

New stock has now arrived

Business and Official Notices

are Continued on

Page 19

FOR BRITISH AND AMERICAN

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI

PHONE: NORTH 1468

WE HAVE MOVED

TO
22
NANKING ROAD

THE OFFICE APPLIANCE CO.

Spring and Summer Suits

New American Material and Styles, latest Patterns, in Pongee, White Serge and Palm Beach Suitings.

THOM SHING

8a Broadway, Astor House Building

SEND 75 DOLLARS FOR A RELIABLE TYPEWRITER

Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Catalogue List S.D.P.
British Ribbons and Carbons at Trade Prices.
TAYLORS, 74, CHANCERY LANE,
London, W.C. 2, England.

Shanghai Harriers' Club

ATHLETIC SPORTS.

To be held on the POLO GROUND (Public Recreation Ground) The SHANGHAI HARRIERS' CLUB propose to hold its FIRST ATHLETIC MEETING on SATURDAY, 3rd MAY, 1919, under the laws of the AMATEUR ATHLETIC ASSOCIATION (subject to sufficient entries being received) one-half of the nett proceeds will be donated to the ALLIED RED CROSS FUNDS.

Entries close on WEDNESDAY, the 23rd APRIL, at 6 p.m.

FRANK W. WHITE,
Honorary Secretary,
Sports Committee.

22061

Shanghai Gas Company, Limited

NOTICE

is hereby given that the ANNUAL GENERAL MEETING of Shareholders will be held at the office of Messrs. SCOTT, HARDING & CO., 6 Peking Road, Shanghai, on THURSDAY, the 24th April, 1919, at 4 o'clock p.m.

The Transfer Books of the Company will be closed from the 15th April to the 24th April, 1919, both days inclusive.

By Order of the
Board of Directors,
GEO. R. WINGROVE,
Secretary.

Shanghai, 5th April, 1919.

21945

Northern Steamship Company

FOR ODESSA

The s.s. "MYLIE" will be despatched on or about the 18th inst. For freight, apply to

GEDDES & CO., LTD.,
Agents.

Tel. C. 4726 5 Peking Rd.

22019

AMERICAN ARMY OFFICER

leaving the service, desires position in China. Experience in office work, High School education. Can secure release in a short time. Apply to Box 481, THE CHINA PRESS.

22024

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathroom and verandah), to let. Good table. Telephone North 432.

Connaught House

8 Quinsan Gardens Board-Residence Terms moderate. Apply Mrs. FOLLOCK.

TO LET, in Western district, nice airy rooms with bath-room attached, hot and cold water, board if desired. Apply to Box 487, THE CHINA PRESS.

22052 A.14

FLAT of two rooms, kitchen, bath and servants' quarters, completely furnished. Must be seen to be appreciated. Rent very reasonable, suitable for married couple or two bachelors. Apply to Box 485, THE CHINA PRESS.

22046 A.15

TO LET, comfortable attic room, with board, in quiet British home. Terms moderate. Melbourne House, 12a Quinsan Gardens.

22038 A.13

TO LET, detached house on Bubbling Well Road. Inquire Wm. Katz and Co., 1a Jinkee Road.

22040 A.15

TO LET, furnished or unfurnished, newly renovated, six-roomed house; Western district. Furniture can be taken over at a valuation. Rent Tls. 70. Apply to Box 483, THE CHINA PRESS.

22029 A.13

TO LET, a furnished room with balcony, overlooking the river, for gentleman, without board. Give location. Box 472, THE CHINA PRESS.

22006 A.13

TO LET, in Central district (cool and no mosquitoes), nice, large room, with board, suitable for two bachelors or married couple, \$150; for one \$100. Apply to Box 461, THE CHINA PRESS.

21985 A.13

ROOM and BOARD. Madame Antoinette, No. 6 Wayside Road.

21896 A.16

TO LET with board, large attic flat comprising two comfortable rooms suitable as bedrooms, or sitting room and bedroom. Private bathroom and large landing. Appropriate for two bachelors or married couple. All comforts, telephone, tennis, garage and stabling. Apply to Box 395, THE CHINA PRESS.

21985 A.13

SITUATIONS WANTED

EXPERIENCED American accountant, two years in Shanghai, wants position. Apply to Box 494, THE CHINA PRESS.

22063 A.15

ACCOUNTANT, American now employed wishes to make change, has had several years experience in import and export. Can furnish A1 references. Apply to Box 478, THE CHINA PRESS.

22016 A.13

APARTMENTS WANTED

GENTLEMAN requires small house, containing two to three rooms, rent about Tls. 25 to Tls. 40. Western district or French town. Apply to Box 488, THE CHINA PRESS.

22053 A.13

WANTED to rent, unfurnished four roomed flat in Central district or house in Western district or Frenchtown. Apply to Box 477, THE CHINA PRESS.

22015 A.13

SITUATION VACANT

WANTED, at once, clever Chinese who speaks good English, and with experience in buying and selling cargo. Apply to Box 466, THE CHINA PRESS.

21996

Classified Advertisements

are Continued on

Page 19

22024

HOUSES TO LET

TO LET, a nicely furnished house of four rooms, bath, servants' quarters and garden, well screened, southern exposure, Dixwell Road. Available July 1st, for eight months. Apply to Box 490, THE CHINA PRESS.

22055 A.15

FOR RENT, furnished seven-roomed house, to British or American, for eleven months. Apply 138 Dixwell Road.

22056

TO LET, from May 1st, furnished flat, in Central district. Rent Tls. 85 per month. Apply to Box 476, THE CHINA PRESS.

22014 A.13

TO LET, from 1st June, a nicely furnished house in French Concession, with garage and tennis court. Apply to Box 379, THE CHINA PRESS.

21878

HOUSES WANTED

WANTED, house in own grounds, with garage and stable. Give location and rental. Lease for three years. Answer to Box 493, THE CHINA PRESS.

22061 A.13

THE INTERNATIONAL CORRESPONDENCE SCHOOLS

offer

282 Courses of Thorough Practical

Salary-Raising Training

Ask us to send you our new illustrated catalog No. 15. Or, tear out this notice of your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

Office No. 15

China Agency I.C.S.

11 NANKING ROAD, SHANGHAI

Write address HERE

22024

SPRING FASHION SECTION

THE CHINA PRESS
Sunday, April 13, 1919



ARTS & CRAFTS, LTD.

FURNISHINGS

AND

DECORATIONS

OF

DISTINCTION



Corner
of
Nanking
and
Kiangse Roads

China Realty Co., Ltd.

REAL ESTATE—ARCHITECTS—INSURANCE

Phone
2820

LAND FOR SALE

Building lots in all parts of both International and French Settlements. Sites for Mills and Factories, with water frontage. Central District property for sale.

HOUSES FOR SALE

New detached residences, with all modern improvements—garage, tennis lawns, flush toilets. Terms to suit purchasers.

FOR INVESTMENT

We have for sale both foreign and Chinese residential property forming very attractive investments.

PROPERTY OWNERS wishing to sell may list their property with us. No charge unless a sale is made. We can secure tenants for residences, godowns, offices and also collect your rentals and attend to your insurance.

BUY LAND NOW!

Secretaries and
General Managers
CONSOLIDATED
RUBBER ESTATES
(1914), LTD.

China Realty Co., Ltd.

REAL ESTATE—ARCHITECTS—INSURANCE

Agents:
LANCASHIRE
INSURANCE
CO., LTD.

SPRING ARRIVES IN ALL ITS GLORY IN THE SHANGHAI SHOPS

The Latest Modes Of 1919 Relieved From War Time Sombreness, Are There To Allure The Feminine Shopper And Even The Masculine

BY MILADY SHANGHAI

Welcome—the Spring Maid.
Slim and graceful, with her narrow draperies blowing in the wind, her eyes sparkling and a song of joy on her lips, the Spring Maid has arrived in the Orient. In her honor Spring is transforming the brown fields into stretches of green shot with gold, opening the buds on the bare trees and painting the orchards with blossoms of delicate pink and rose.

With a happy heart the Spring Maid of Fashion has packed her fur and velvet, her gorges and woollens—and stepped forth the gayest of Maids in the dullest and daintiest of costumes. With the coming of peace she has cast aside her subdued colors and frocks of last year and the severe uniformity typifying service and is appearing in the most feminine of creations.

If Milady would be "comme il faut" she must follow in the footsteps of the Spring Maid.

The latest word in the world of fashion is the slim silhouette with the long narrow skirt—almost "hobble." Truly the Spring Maid is a Maid Caprice. She is shrugging her shoulders at the full wide skirt of sensible length which allowed women freedom of movement and made their war service more efficient, and is smiling with favor on the skirt of scant material which causes a woman to—well, hesitate before stepping into her shoes or boarding the tram car. The new skirt for street wear is four inches from the floor while the costumes for the tea daint and the dinner dance are almost touching.

The Spring Maid also whispers that the waist line must be either very high or very long and that short sleeves will be most popular this summer.

Shanghai shops are very attractive just now. Every department is in gala attire while the new Spring goods offered are very tempting. Many smart novelties from Paris, London, New York and San Francisco have just arrived. In fact everything that Milady needs and desires for her Spring wardrobe are being shown.

Have you seen the smart boots and shoes for summer wear—the good looking sport togethery—the dainty lingerie—the slim satin French heel slippers in colors—the clever little flower covered straps for street wear and the large imported models in finest crepe for the theater—the wonderful evening gowns in the latest modes and the little frocks for shopping—the silks and the velvets?

WEEKS AND CO., LTD.

Realizing that the Spring Maid is a lover of the out of doors—that she goes in for tennis and golf—for trips to the hills and picnics—Weeks and Co. is showing many attractive sport novelties. You can find the sponge cloth and pique which make up into such clever tennis costumes at Weeks and on the same floor are stunning sport coats in wool, jersey and artificial silk.

Perhaps the latest note in the Spring sport costume is the wearing of a sport coat, hat, belt and silk stockings of the same shade. Speaking of pique—have you seen the Sieno Canned Heat arrangements which are ideal for boiling the coffee

the French nets which will so nicely replace the winter hangings.

WHITEAWAY, LAIDLAW & CO.

There are some darling picture hats at Whiteaway, Laidlaw and Co. which will go beautifully with the dainty evening costumes. One especially smart model is of white crepe embroidered in gold with a cat pin of old gold cut beads. With this hat is carried a white crepe vanity bag also embroidered in gold.

Another unusual model is of robin's egg blue crepe with a beaded design done in pink—the combination of the blue and pink is lovely. With this hat is sold another novelty—which is one of the spring fads—a dainty scarf also made in the blue crepe and leaded in pink.

An unusually attractive line of smart blouses in voile, georgette crepe and hand embroidered are found at Whiteaway, Laidlaw and Co. Quite the latest thing along this line is the blouse and camisole combination.

Many fabrics which are very good this season are seen here among which are the Irish Shereville—and the Sefton fabrics. The Sefton fabric patterns by the way are designed by "Eve" of the London Tatler. Then there are the linens in colors, the piques and the cotton crepes.

The men's furnishings department is boasting any number of smart solid silk scarfs which are the rage in America at present as well as the latest thing in men's straw hats.

HALL AND HOLTZ, LTD.

Such a splendid lot of spring suitings are to be found at Hall and Holtz. For traveling, shopping, motor-ing a spring suit is indispensable. The Genuine Palm Beach Cloth, the Alpaccas, Gabardines, and Flannel are especially good while a specialty is made of rain-proof materials.

Be sure and see the Jersey coats here for an unusually fine selection being shown in many of the new spring colors. The little white felt hats with the black bands are very smart worn with the sport coats.

Sun shades are going to be very popular this spring and summer. The Spring Maid insists that every debutante and matron must have a number of sunshades which can be carried with various costumes. I notice among a number of sun shades here a very striking black and white silk one which could be carried nicely with almost any costume.

There are also many pretty voile

patterns displayed here with piques in all colors.

LANE AND CRAWFORDS

Speaking of sun shades, there are some unusually striking ones at Lane and Crawford in printed, casement with patterns very like some of the best known Persian designs. These are of heavy material and will be ideal for the sea side or the mountains and will protect the fairest skin from the sun.

All the needed sport novelties can be found here. The silk sport hats, the Irish linen, the Tootal piques in white and colors, the poplins and sponge cloth are all attractively displayed. One cannot have too many embroidered linen frocks this spring. Embroidery is the trimming, especially for sport costumes and these are embroidered around the neck, the sleeves and bottom of the skirt, with a clever monogram done on the pocket.

Many stunning Easter hats are to be seen at Lane and Crawford. While flowers and ribbons are very popular as trimmings, many of the model hats are made in two shades of French georgette crepe with delicately colored feathers and cut beads as trimmings. I noticed some very smart motor bonnets made with the long chiffon veil embroidered in color which will be ideal for long summer motor trips.

SQUIRES, BINGHAM AND CO.

The Spring Maid of Fashion is not forgetting the babies and kiddies, for at Squires, Bingham and Co. can be found the newest styles, the daintiest creations and most comfortable designs imaginable for the little folks.

Every garment is hand embroidered on sheer material and every pattern is planned for the comfort of the baby during the warm weather. There are dainty "Teddy Bears," "Nighties," trimmed with hand made lace and embroidered, little frocks for every day wear and creations in silk and georgette crepe for the dancing frock of the "kiddie" just starting to dancing school.

There are originally designed aprons which any child will love to wear for on the front is embroidered the gingham dog and the calico cat of Eugene Fields poem. The little garments shown here are simply irresistible.

Beside meeting the needs of the baby Squires, Bingham and Co. offers many

attractive novelties which make most attractive "going away" gifts.

WALKOVER SHOE STORE

Readjustment to pre-war manufacturing conditions in the United States is manifested in the display of attractive footwear at the Walkover Shoe Store. Service styles so popular a year ago are dwindling, high boots are pressed for popularity by oxfords despite the removal of all restrictions, and kid leather in all shades and plain colors, with greys and dark browns predominating, is the prevailing material.

Ladies' oxfords, a necessity in war time because American law allowed but nine-inch tops on boots, are among the prevailing styles in ladies' and misses' shoes although the high-top boots are sure to be as popular as they were two years ago.

Service heels for women's shoes are no longer demanded and the full Louis XIV heel, from two inches to two and a half inches in length, are noticeable. A few of the new Spring styles have the inch-and-a-half service heel, another conservation measure that marked the participation of the United States in the world war.

The accentuated long vamps and narrow toes are again popular. This is especially so as regards footwear for dress occasions.

Manufacturers of men's shoes have deserted the service lasts, the toes are less broad and Spring styles are marked by the return of ornate lines so conspicuous before the necessity of conservation was apparent. A wide variety of men's shoes are on exhibition in the Walkover window.

Summer shoes have arrived and follow the Spring lasts. They are in canvas and nubuck with white kid prevailing in ladies' and misses' shoes. With the change in styles it would be a wise move for the modish woman to look to the shoes before committing herself on the frock lest lack of harmony might arise, for after all innovations in shoe styles are the basis of feminine smartness.

SILBERMAN'S

Hats trimmed in a light crepe-de-chine, daintily bordered with gold and silver beading, or some with plain cord, and touched here and there with flowers, are among the most striking

attractions in the Easter display at Silberman's. The new millinery arrived from New York but a few days ago and the style follows that of the smartest New York shops. The hats are very neat and simple, with more or less down-tilted brims. The crepe-de-chine millinery is shown in every possible color and shade.

Children's Panama hats for girls are daintily trimmed in white and there are new sailor hats for both the boy and girl kiddies.

Children's dresses and suits constitute another feature in the shop's windows, while sport coats play an important part in the display.

An excellent assortment of blouses is being shown. White washing blouses of voile embroidered and trimmed with lace will be in great demand as usual. There are some charming blouses of georgette crepe and crepe-de-chine and a large stock of velled blouses is on hand.

Voiles, muslins and gingham of extended variety are at Silberman's the pin-point voile perhaps being the most fascinating.

Stockings are being shown in the Phoenix and Holeproof lines and corsets in shapes to suit every taste and fit every figure are new arrivals in the well known Royal Worcester and Boston lines.

In the men's department John B. Sieton's spring hats of very light felt and English straw hats for summer; Arrow collars and shirts; Interwoven, Phoenix and Holeproof socks; a new line of wash ties, both four-in-hands and bows; pyjamas, dressing gowns—in short, everything for the young or old man are found in stock. Silberman's has secured the exclusive agency for B. V. D. underwear.

The store is remarkably stocked for Spring and Summer trade with the best goods obtainable from New York, London and Paris.

LA VOGUE

The Spring fashions display of La Vogue, 48 Nanking Road, is this year one of the most notable in the history of that exclusively high-class establishment. There is a charming group of women's evening gowns in picturesque modes, developed in all the latest fabrics. Millinery, too, is

here, in almost bewildering range and choice. Refreshingly original, yet surrounded by an atmosphere of conservatism and practicality, La Vogue suits and coats dovetail harmoniously with present-day standards of appropriate dress. There is a small contingent of extremely stylish rain-coats, eminently suitable for the eventualities of our local Spring and Summer weather. In the fullest connotation of the words, La Vogue is essentially a store of harmony, wherein the highest ideals of quality merchandise and service to patrons are harmonized with distinctive price values. There are many alluring veil offerings, and some bewitching imported lingerie bargains, made possible owing to the advantageous exchange ruling when they were landed. The management have recently added to the workroom staff a European couturier trained with Paquin, and henceforward, in addition to displaying high-class and exclusive importations from the fashion execute ladies' special orders in made-centers of the world, are prepared to measure gowns bearing the inimitable cachet of LA VOGUE, etc.

WING ON'S

Wing On's big salesrooms should be a Mecca for those searching for Spring furnishings and fashions. Here those seeking a reasonable outfit will find their wants catered to in every respect, from stylish footgear to modish hats.

Dress materials include some very attractive fancy floral voiles, while there is a wide variety of silks, pongees, crepe-de-chine and the like, in various shades and of reasonable weight. The store displays a fine stock of pique and light serge skirts and tennis twills and in the place goods department will be found a pleasing variety of cotton gabardines.

Silk lingerie of charming finish is also calculated to allure the feminine shopper and the stock of silk hosiery and Spring millinery is comprehensive. New styles of ladies' footwear, both plain and fancy topped, or of the pump and Oxford class, will be found to suit wide range of tastes. Lace (Continued on Page 4)

LANE, CRAWFORD & Company, Ltd.

Ladies' Department

Ladies' Department

THE CORSET

J.B. Side Spring Corsets

May We Show You

These

MODISH MODELS

IN

J.B. CORSETS

AND SUGGEST TO YOU

"Just the Right Style for your Individual Needs"



Model L. C. 5.
J. B. Master Front Corset To Purchase J.B. Masterfront Corsets is to apply ones knowledge of Correct Dress; to basis for the expression of ones taste in clothes.
Price \$6.95 pair



Model L. C. 6.
For Well Developed & Stout Figures
For every type of figure there is a special J.B. shape that will render that figure distinctive and give it individuality.
Price \$9.50 pair

Health, Comfort and

Elegance

THAT ASSURES

Stylish Figure

Graceful Poise

and Real Comfort



Model L. C. 7.
J. B. Side Spring Corset Reducing Model, Medium depth bust, long skirt giving extra abdominal support.
Price \$12.50 pair

Price \$12.50 pair



Model L. C. 8.
J.B. Side Spring Corset for average and well developed figures. Long hips and back lines. Medium low bust.
Price \$5.50 pair



Model L. C. 1.
Low bust corset for slender to medium figures. This model has a degree of elegance unrivalled.
Price \$6.50 pair

SHOW DAYS, EVERY DAY

LANE, CRAWFORD & Company, Ltd.

Spring Fashions Symbolise Woman's Sentiments This Year

Reflect Freedom From Restraint Of War But Are More Sober Than In Ante-Bellum Days

Have you ever thought that Fashion has a way of expressing just about what women feel? Certainly the war seemed to show that this is true.

Don't you remember how Fashion based on conservatism in dress, and brought it around, too, far better than a thousand Government regulations? Remember how she said that this was no time for gay colors long before the use of basic products by the Government made gay colors impossible? Remember how she taught us to make over our old clothes even before the commandeering by the Government of wool and cotton made a good many sorts of new clothes impossible?

Fashion was patriotic because our women were patriotic. Now she is happy over victory, just as our women are happy.

There is nothing exuberant in the way Fashion rejoices, either. While celebrating the glad times, she still remembers the sad times. There is a shade of tenderness and softness in all she suggests, just as these feelings still live in every woman's heart.

Fashion, too, has grown more sensible, just as women have. She and they have been taught by experience, and now have a broader, deeper sense of life. They do more and what they do is right.

Fashion this spring is dealing with new materials. All the make-overs have been made over. There is nothing left now in the back of the closet. Besides, there are no longer any restrictions. The mills are turning to commercial work. New materials are plentiful. This does not mean that we are going to have all kinds of new materials, for even if there had been no war, there would still have been a scarcity of wool, as the clip the world over is short. But the silks and cottons are going to supply this lack. And there is something irresistible in the charm of the new spring frocks.

Perhaps the simplicity of the youthful slim silhouette may have

something to do with it. It's still the straight line—slender, artistic, suggesting the simplicity of Grecian draperies.

Paris still clamors for the chemise dress, and New York does likewise. But, of course, its variations that make the chemise dress seem new.

Shoulders are narrow. So are under skirts. Ankle-length skirts are worn in New York for afternoon, semi-formal, and formal evening wear. Street frocks and suits have skirts from four to five inches from the floor. Hems are deeper. The four-inch, and wider, hem is now used. Although the under skirt is narrow, very narrow, the top skirt is fuller than it has been. The waist line is dropped. It's long, quite moyen-age, the effect obtained in many novel ways. And we see the normal waist line, too. Sleeves come long, hugging the arm, or you can have them flare in bell effect toward the wrist. And if you like the kimono, the one that is fitted up under the arm, why, that's fashionable, too.

When it comes to the neck line, just remember that the plainer it is, the better.

If the straight line of the silhouette is broken, the break must come near the hips, and this spring it will come there pretty often. This break is the only perky look permissible in the spring silhouette.

When you are planning your new clothes, there are a number of things to bear in mind if you want to be fashionable. Of course you must remember that Fashion always furnishes an exaggerated model. She does this on purpose, by way of emphasis. She knows that women will modify it anyway. But don't ignore it entirely. A modification of a line you must have if you are to look modish. It's the same old story: Follow the middle course. You don't have to have your skirt only forty inches wide at the bottom, the way some of the big fashionable designers are turning them out; but don't, I beg of you, wear a wide skirt when narrow skirts are the vogue. Keep away from the two yards around the bottom skirt this season. Try the yard and a half skirt, and if that seems too narrow slash it at both sides. The four-inch slash conservative, and is about depth most women use. Or, here is another way to make the skirt more comfortable for

walking: at the center back have an inverted box plait, and let it be unstitched for ten inches. The effect is attractive if the box plait is faced with contrasting material.

Be most careful about the shoulder line and follow the new sleeves as far as they are becoming. Don't have anything fussy about the neck. The collarless gowns, those with simple round necks, are still the fashion; but when they add years to your age, finish your waist with an inconspicuous collar and have it white or light toned, if you want to. For certain types of dresses rolled organdie collars are stylish and becoming. Pichus are worn, and sometimes the neck is outlined with a picot-edged ruffle, but it's the flat, sheer ruffle, not the perky one, that's used. Then, there is the U-shaped neck. This will be seen in many spring frocks—the deep U-filled in with a net or organdie tucker.

The Russian blouse which forms a short tunic will continue to be worn through the spring and summer. Other blouses, many in the slip-over style, are made with a slash which ties to give the long-waisted effect. Folds, flounces, and tucks are all used as trimming, and many times are applied to give the new fashionable outline—narrow at bottom and broadening toward the hips. Lace flounces and insertions are also fashionable. Much beading is used, and wool and silk embroidery in the new Victory colors.

Color and material play a most prominent part in the spring fashions. "The Victory colors are the shades that denote happiness, and these are the ones that will be most worn."

A group of these Victory shades is referred to as the Versailles colors, and their lovely tones have been taken from the sweet pea—rose-pink, soft blue, mauve, and yellow. Poch blue is another Victory shade. It is the same color as the French uniform and is also referred to as horizon blue. Flag red and glory red come in for a certain share of distinction, and Italian green is also classed as a Victory color.

Other shades which will be worn by fashionably dressed women this spring are Titian, a light copper; jay, an electric blue; leek, light green; crane, a light steel-gray; parchment, bark, pigeon, and blue-devil, are also good.

One big American silk concern is manufacturing one of their most in-

teresting silks in what is termed the Victory color. It is a rose shade, a roseate hue, colorful and expressing enthusiasm and happiness.

The new silks, crepes, and voiles are at their loveliest this season; and in character they are most varied. There are many small all-over designs shown. Some look like old-fashioned calico prints. Then there are the heavier silk crepes which come in the gingham patterns. These are warranted to wash satisfactorily. There is a new moire out particularly suited to tailor-mades. This is called Jacquard moire. The silk that looks like serge is often reversible. It has the serge weave on one side, while on the other is a contrasting color. This latter color is often introduced in the collar, sleeve trimmings, and perhaps in a cuff at the bottom of the narrow skirt. Heavy washable silks much on the Shanghai order will be used for simple one-piece dresses. Silks with a jersey finish are much liked, and come in dark fascinating and yet serviceable shades. Other new silks have a rough ratine texture.

The most fashionable crepes are the printed ones. The newest show the blow-pipe print and it looks as though the lovely flowers or conventionalised design has been merely blown on the tissue.

Serge, gabardine, tricotine, homespun, jersey, glove-like velor and poiret twill are among the wool standbys. Fine homespun in solid colors is much liked. It is called wool crash. Wool velour, especially in novelty checks, will be used for spring tailored suits. Those in blue checked in white are smart, and also the tan velour which has the check made by blue and black lines.

But back to the silks for a moment: Isn't that a captivating little silk dress that we are showing on this page? Surely it is a real Victory dress. Its new features are all worth attention. There is the material, for instance; in its coloring it conveys happiness. Navy blue is the background, scattered with spring-time blossoms in soft red and white. But you must not picture yourself being gowned in the American flag. Far from it. The colors in this new silk are soft and subtly blended. In crisp contrast there is the organdie tucker and the dear little puffed under-sleeves, to say nothing of the picot-edged ribbon which ties itself up in a bow in front. Did you notice that the waist line is dropped and that the silhouette widens at the hips?

Spring Arrives In All Its Glory In The Shanghai Shops

(Continued from Page 3)

and embroidered goods are found in profusion, as are also ribbons and other notions.

Men also will find Wing On's a satisfying place for the Spring wardrobe replenishing. In the suit department are offered pleasing shades of greys, browns and mixtures in tweed, and flannels and serges. Spring overcoatings are also well represented and new lines have been opened in neckwear, shirts, underwear, hostery and hats.

Children's wants may here be filled as well.

LAOU KIU CHWANG AND CO.

A veritable wealth of colors and varieties of goods awaits Milady in quest of silks and satins bent on her visiting Laou Kiu Chwang and Company's shop in Nanking Road. In anticipation of the Spring and Summer trade the company has now on display a bewildering array of shades and materials to bewitch the fancy of the shopper, and she whose taste does not find satisfaction in the tremendous stock must be very hard to please indeed.

Of prime interest at this season will be found the various shirtings which are stocked in unusually comprehensive fashion. There are Royal crepes, Paris crepes, luster crepes and Jersey crepes in luxurious profusion, with an intriguing range of soft colors and shading. Other varieties of crepe goods include broadened and georgette crepes in excellent qualities and colors.

Taffetas and special petticoat silks are available in most comprehensive quality and kind and there are some unusually pleasing stripe and checked and shot color taffetas.

Washing silks are offered in seemingly unlimited patterns and character and there are some fine broadened crepes and broadened shot satins. Satins for linings or for upholstery purposes is also shown in great variety. In all lines the outstanding feature is the range of color and patterns offered. It would hardly be possible for a customer to ask for a shade that is not to be found in the store.

BOYES, BASSETT & CO.

It is a great mistake to suppose that Messrs. Boyes, Bassett and Co. cater only to that large section of the community who desire glittering rings, brooches and pendants, silverware, electroplate, gold ornaments, and the thousand-and-one things that go to make up the flashing, shining display in their Aladdin's cave in the Nanking Road. Feminine devotees of Dame Fashion are invited to walk right in and ask one of the attendants to conduct them to the large, well-lighted showrooms at the rear, where is to be found a bewildering array of the very latest fashions from New York, London and Paris.

Probably at no other place in town is to be seen such a collection of millinery and trimmings for hats. There are to be found shapes, styles and colors to suit every taste and every pocket. One of the most attractive displays consists of sailor hats direct from America, in grey, nigger brown, mauve, fawn, cream, red, old rose, etc. Another novelty is the chrysanthemum straw hats, which are now quite the vogue; there are also some pretty, shady Leghorn garden hats.

Boyes, Bassett and Co. have already made a name for themselves with their georgette blouses and charming ready-to-wear costumes, skirts and blouses. Ladies will find a big stock from which to make their selection for the coming season. Mention should also be made of the light coats suitable for present wear.

Besides outer garments for the woman of fashion, there will be found attractive offerings of dainty silk and cambrie underwear, including camisoles and silk petticoats. Many kinds of corsets are on view, including "Tree" elastic girdle corsets, without lace, for athletics and dancing; these are guaranteed to be the prevailing style for evening and street wear. There is also a fine selection of Madame Irene corsets.

Beautifying Barbara

By MIMOSA

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a beauty; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognize her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercuric wash gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull cuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A styptic tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave to it, and it appeared to be falling out rather more than was natural.

So I made her get some stalfax at the chemist, and give it a good shampoo. A stalfax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognized it as the same head of hair. Then to stop the fall I advised her to get two ounces of boraxum, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some collodion and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artificial color has—it deepens slightly in a warm atmosphere, and thus appears absolutely natural.

WEEKS & COMPANY, LIMITED.



SPRING 1919

The difficulties of importing goods which we have experienced during the last four years, have become very much modified and our stocks are now arriving with almost pre-war regularity. Every department is now fully stocked, and customers will have no difficulty in filling all their wants. This is particularly the case in our Drapery Department.

In the selection of Spring and Summer Dresses a fact which must be borne in mind is, that smartness of design should be combined with utility.

Voile figured and plain, seems to be the ideal wearing fabric for these seasons, combining as it does

the two foregoing qualities, being smart in appearance, cool and a perfect washing material.

The huge stock of voiles which we are showing at present offers an almost unlimited scope for selection, and every mode of design is represented.

The Tennis Season is now approaching and linen and pique skirts will be in demand. Our stock of these fabrics, both white and coloured, is now displayed.

The season's importation also includes the following goods:—

Brocaded Sponge Cloth, in all colours.
Cotton Crepe, plain and coloured.

Muslins, plain and embroidered.
Sunshades, in the new printed casement cloth covers.

Silk Sports Coats, in new designs and colour effects.

A morning devoted to an inspection of our Drapery Department will amply repay anyone doing so, and in many cases will help to decide what to wear for the coming warm weather. No one will be pestered to buy, and any inquiries will be intelligently answered by a competent staff.

Do not forget that this is the time to buy, as our stocks are at their maximum, which will not be the case later on.

WEEKS & COMPANY, LIMITED.



LADIES!

Spring is here and Summer is on its way.

We have prepared for the present season and the coming season. The silkworms, the weavers, the dyers, the embroiderers, have all been busy on our behalf, and now we cordially invite you to visit our store and see the result of their and our efforts.

No matter what your requirements may be in

SILKS

SATINS, PONGEES, CREPES, GAUZES AND HAND-MADE LACES

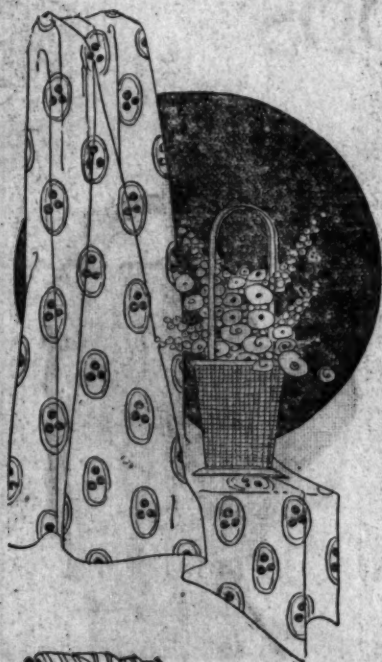
we can supply them

You will find, also, that you can buy cheaper than you can at any other place.

Men!

SILK SHIRTS

are all the vogue! Why not buy the material at the store where you not only have the biggest selection of patterns and colors, but can secure the cheapest prices as well. Let us send you some patterns.



LAOU KIU CHWANG

(Founded in 1857.)

P128, Nanking Road



RAINY DAY COSTUMES REQUIRE GREAT CARE IN SELECTION

War Lessons Have Impressed Value Of Utility Garments And Developed Materials From Which To Make Them—One Of The Greatest Improvements Is The Discarding Of Rubbers

(New York Sun)

Women should take the rainy day seriously. They should not save up for it; they should prepare for it. The "saving up" process may sound wise to philosophers and it may appeal to financiers when translated in terms of coins; but when it applies to apparel the philosophy and the practice are all wrong.

Can any woman answer the question as to why she should look her worst on a day when she needs to look her best? Why does she feel that every occasion in life requires a certain kind of costume except a day of bad weather? Thinking along the right track would make one confident that a special costume for a rainy day is as necessary as one for a dinner party. The average woman, in fact the vast majority of women, will tell you that they wear out their old clothes when the skies are gray, the snow flies and the rain soaks the atmosphere and floods the streets.

There are individuals who achieve in life the distinction of wearing old clothes as well as they do new ones; of investing any costume with a certain chic. But these are individuals, rare types among women who are envied by all the others and who are enabled through this personal achievement to be economical if they so desire. They are a class apart; they are not models for other women. No one can imitate them. An extraordinary distinction in dress is a gift, as Harry Lauder says, and not a habit.

Now, cutting out these women who may do anything they please in the realm of dress, there is a world of women to be guided, counseled and aided in the kind of clothes they save up for bad weather. If clothes cannot be worn in the sunshine it is obvious that they are unbecoming, ungraceful, out of style. They must have serious defects or they would continue in harness. Hung in the dark corners of the closet and taken out only for the dark hours of the day, they cannot be expected to glorify or enhance a woman's appearance. Yet one finds almost invariably that these are the clothes which dot the streets on rainy days; that appear in the shops and that do duty at luncheon.

And what is the result? A woman dresses herself in all the things that she dislikes and has discarded, goes abroad under a gray sky and finds herself accepting an invitation to lunch or dropping in for an afternoon tea when the sun is shining,



Storm coat of rubberized dark red cloth, with peasant's cape. The package pockets are put on the hips; the muffler fastens with leather buttons.

the streets are dry, and she looks like the symbol of an old clothes shop. Another curious phase in a woman's mind concerning wet weather costume is that she must wrap herself up in weighty garments that exhaust her after two hours wear. She does not bring into her bad weather apparel the same cleverness that she exercises in her other cold weather clothes. She has learned, however, through many preachments that weight is not necessarily warmth; that excessive warmth is injurious when one is exercising and that it is unhealthy to constantly swing from a hot shop to a cold street in clothes intended for the temperature of the

latter and not the former. Taking it by and large, she merely omits bad weather from her calculations when arranging her wardrobe. She trusts to chance and to old clothes to carry her through.

Bad judgment, this. The American woman lives in a climate that disports itself capriciously throughout the winter and early spring, with no intention of remaining serene and quiet for more than a few days at a stretch. It was Thackeray, wasn't it, who said that the American climate divided itself into blizzards of cold succeeded by blizzards of heat?

The truth is there is an interim, a weekly interim between the two, and for this the average American woman does not prepare. If she had one sensible, good looking costume that she could put on with entire confidence whenever the snow was thickest or the rain at its height, she would realize the serenity that comes from being prepared for the worst.

Although the military touches in women's costume have not been startling or aggressive, outside of the regulation uniforms worn by war workers, there has been an introduction of other fabrics than those worn in peace times. Leather, for instance. Women had nothing whatever to do with this fabric, except for shoes and hand bags, until the constant usage of it by soldiers on the streets of cities, gave rise to its introduction for women's clothes.

The British "warm," the well known coat invented by the nation that has given to the world the best uniform produced by the war, is a garment that was taken up by women. Its usage suggested coats that were modified editions of it.

Then leather skirts were taken up for sports last year, and they have been retained for rough weather in cities this winter. It has been worn in tan and in black, and there are coats of it made of that shiny kind which one once saw on policemen.

Rubberized cloth was brought in by the war. Khaki colored covert cloth and gabardine were returned to fashion through the war. Sheepskin collars and cuffs came about through its use as a lining for British coats. Extra high leather boots have been emphasized since America went into the war, and now leather cape and hats with brims like the New England fishermen wear, have come into fashion.

France brought out a host of new umbrellas since the war, because



At left—Beige colored leather suit, with skirt opened and lapped at back. Umbrella, knitted muffler and velour cap are dark red. At right—Coat suit of rainproof dark blue cloth, braided with black shoelaces. Cap of varnished blue straw. High leather boots reach to the short skirt; the high collar is of sealskin.

the French women were compelled to walk. The majority of Parisiennes put the bad weather down to the war, and there were Americans who thought along the same channel; but the probable truth is that the French woman, even of the poorest class is not used to walking the streets in fair or in foul weather, and when the war compelled her to do this, through the lack of taxis and money, she found leather, oilskin and umbrellas necessary.

It rains in France more than it does in America, and it is the other way

around in America during the winter months; but as snow with us very often turns to slush and is usually as damp as rain in the cities, if not in the isolated country places, the same kind of costume which the French have taken up for rain will suit us for all the wet weather against which we must steam ahead.

The woman who argues that it is not worth while to get a bad weather costume this late in the season does not realize that when the snow ceases the rain begins,

when the fogs lift the wind begins to blow. There is not a month or week in the year in which we can be entirely free from the menace of bad weather, and the costume which is intended for one kind of day will serve for another, if it is wisely chosen.

There is no doubt that the rainy day costume has become a fashion in a certain set of women. It is a substitute for a uniform. It is a continuance of the desire to look like the soldiers. It lifts one from the commonplace. So many women have swagged down the streets of all our cities in khaki coats and short skirts, Sam Brown belts, even full hipped breeches, puttees and full skirted coats, with caps, military insignia and army boots, with whips and canes in their hands, that they have retired into femininity at the call of a bugle. They have heard the cry "Crash fring!" but they do not wish to cease dressing in a military manner.

Consequently they have got up all kind of clever costumes for days of wet weather, and these give them a chance to keep away from velours and velvet hats. These are the women who look with scorn upon the theory that old clothes should be worn on the days when umbrellas are needed. As the Parisienne has made a cult of her umbrella, so the smart American woman has made a cult of her wet weather outfit. She includes the umbrella, but she does not begin with it.

If your mind turns from the old path into the new; if you are actually in search of information as to the best way to make yourself attractive on days that are not fair, perhaps you will care to know in detail something of the costumes that these smart women have invented for their own delectation.

There is the rubberized cape, for instance. Now, it can cover the old clothes that are dug out from the corners of the closet, because it is so enveloping that it matters little what one has on beneath it. It is of gray rubberized cloth, and it opens on each shoulder, carrying out one of the tricks tried with success on fur capes in December. The buttons are of the material and the collar is the kind that Sarah Bernhardt made famous thirty-five years ago. There is an otter cap of the same rubberized cloth, and it often has an added quill in it which glazes in the rain and gives a good account of itself.

By the way many of these new capes have a long brim at the back which acts as a shield to the back of the neck and sends the rain away from the shoulders. You have seen this brim on the hats of fishermen on the beaches at Gloucester.

This rubberized cape turns its glory inside and presents its gray surface to

the rain. Orange, scarlet, purple and henna linings are used. An umbrella is not necessary with this garment, but a woman uses it, matches the gray of the cape and the knob on the handle matches the lining.

One woman turns herself out on the street whenever her best clothes are inadvisable in a beige colored leather suit made by a sporting house. The skirt is narrow and short, slit in the back, then lapped over to allow room for walking. The trench coat is cut double breasted, with large bundle pockets and straight, stiff cuffs in which a woman now places her purse and handkerchief. The cap, the umbrella and the knitted muffler, which goes twice about the neck, are in dark red. The double row of buttons in front are made of leather, and tan shoes with rubber soles and heels are laced up as high as the new regulations will permit.

Leather is costly, you know, and every woman does not feel that she can indulge in it, but heavy brown tweed, which stands the rain in an admirable manner, is used as a substitute by another well dressed woman. This has a short skirt heavily stitched at the hem, and the old blouse, which looks like a jacket, goes over the shoulders, is fastened at each side of the chest and has a muffler as attached collar. The buttons on this suit are of leather, and the loops that go over them are of stitched tweed. There is a flat cap of brown leather, and the high shoes have no heels, but thick extension soles and leather laces.

There are women who cling to their old suits and frocks for certain occasions. Nothing can divorce them from these garments as long as they hold together. Habit of mind compels these women to use these clothes for umbrella days, but the necessity for warmth may compel them to get a storm coat that covers all the shabbiness beneath and presents to the outside world that spic and span appearance which suggests that something new is at hand.

The best of these storm coats is of rubberized cloth, with cap to match. It is made like a chemise frock, with immense pockets at the hips, a turned up cuff at the hem and a wide fichu collar that hugs the back of the neck and fastens across the chest with two leather buttons. The high waisted belt fastens in front with a leather button.

Whatever else you eliminate in your rain apparel, don't omit pockets. They have taken a new lease of life. The soldiers have taught us their smartness, and necessity has taught us their convenience. They must be big enough to hold packages, and warm enough to protect the hands. They are usually buttoned over with a big flap, and they are often lined with sheepskin or heavy ribbed corduroy, in order that they may serve as a substitute for a muff.



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Ladies' White Canvas Oxford, White
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Sprays of lovely "La France" roses
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GEORGETTE CREPE
We have an extremely rich soft
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Pink, Sky, Grey, Light Tan, Gold 2
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Width 40 inches.
Price \$3.00 yard
FRENCH GEORGETTE
Pink, Sky, White, Sage, Mauve, Black
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Price \$2.50 yard

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3 yards long. pair
No. 3554. Neat everyday
designs for household cur-
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design curtain in a me-
dium shade of Ecru.
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this price. In White and
Ecru. Price: 5.75
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value curtains. In White
only. Price: 6.50

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American White Silk
Gloves 2 Button.
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Gloves 2 Button.
American White Silk
Gloves 6 Button Length
White Lisle Gloves
\$1.50 1.75, 2.00 pair
Black Grey Beaver
Chamois Lisle Gloves
Price \$1.50 pair
Beaver Lisle Gloves
\$2.00 pair

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designs.
Prices: 80 cts. to \$1.20 yard
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60, 90 cts., \$1.00, 1.25 yard
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Green, Pink.
Prices: \$1.00 and 1.25 yard
BRETONNE NETS
5,000 yards in stock. Black, White,
Cream and Paris. 36 ins. wide. 90
cts., \$1.00, 1.45 yard
SPOT BRETONNE
Black, White, Ecru. 36 ins. wide.
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54 ins. wide. White, Black, Pink,
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Price \$2.50 yard

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White material in a large variety of
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Tobralco. No better cotton blouse
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Sage, Dark Blue, Cream, Grey,
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Price 85 cts. yard
White Voiles. We have a reputation
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cotton material for dresses. 44
inches wide. 16 popular shades in
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Fancies. White American fancy
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Nainsooks. Our old popular fine
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Maddapolam. Always advertised by
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are splendid values. 42 inches.
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These are smart and useful. 27 ins.
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shirtings, always worn here in sum-
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Prices: 55, 75 and 90 cts. per yard.

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TABLE CLOTHS
70 by 69 \$ 6.50 each
70 by 87 9.50 "
Napkins 14.50 doz.
70 by 105 \$12.50 each
85 by 86 11.50 "
(No Napkins).
85 by 104 \$18.50 each
85 by 140 17.50 "
85 by 170 20.50 "
Napkins to match
Price \$14.50 doz.
TABLE CLOTHS
70 by 69 \$ 9.50 each
70 by 87 13.50 "
70 by 105 14.50 "
85 by 86 16.50 "
85 by 104 20.00 "
85 by 105 25.00 "
85 by 140 24.50 "
85 by 170 28.50 "
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French Knickers without knee-band trimmed lace
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Price \$2.75 to 5.00
Camisoles in fine Nainsook trimmed lace and in-
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Dainty nightdresses with V or square necks trim-
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TULLE. For neckwear or millinery. Navy,
White, Sky, Black, Pink, Scarlet, Geranium. 36
ins.
Price \$1.00 yard
CHIFFON. Very fine value. Quality 1. Black,
Navy, Cream, Sky, Grey, Sage, Brown, Mauve, Gold.
40 ins.
Price \$2.00 yard
Quality 2. As above also Gold Emerald, Violet
Width 44 inches. Price \$1.45 yard
Quality 3. Emerald and Pink. 44 inches.
Price \$1.00 yard

AT WHITEAWAY'S EASTER LINENS

TABLE CLOTHS
70 by 67 \$ 8.00 each
70 by 87 8.50 "
70 by 87 11.50 "
70 by 105 13.50 "
85 by 86 13.50 "
85 by 86 19.50 "
85 by 104 16.50 "
85 by 140 20.00 "
85 by 170 25.00 "
(No Napkins)
TABLE CLOTHS
70 by 69 \$ 9.50 each
70 by 87 14.50 "
70 by 105 15.00 "
No. 504 P.
72 by 72 \$ 9.50 each
72 by 90 16.50 "
85 by 104 21.00 "
72 by 108 15.00 "
No. 465 P.
85 by 140 \$27.50 each

Fashions In Fifth Avenue Shops

(New York Tribune)

There used to be a joke in one of the old almanacs about the girl at the summer resort who had only one frock, so she tucked on an extra blouse and wore it for a dinner gown at night and took off the blouse and wore it for a bathing suit in the morning.

Perhaps that old joke was the nucleus of an idea which culminated in the up-to-the-minute bathing suits. Have they been offered as a punishment to the shocked feelings of those who have cried out at the paucity of material employed in the manufacture of evening gowns?

When the question was put to the head of the department which Bonwit Teller has dedicated to this garb de la mer, she shook her head.

"I do not know. I only know that we have had to have this sort of bathing suit—costume, rather—because the people want it. Look at this one. Isn't it smart, with its long vampire sleeves and its choker collar?"

The bathing costume referred to had tight sleeves which came well down over the wrists in long points and a collar which came up under the ears in points. It is made of black satin and has a surprise front which "carries on" and becomes a jaunty wash in the back. Below the waist it has a sort of peplum which is almost a skirt. Well and good. Any lady might easily wear it to a bridge or tea, provided she kept her feet well under the table! For below the peplum conventionalism ceased, and there appeared a saucy pair of something which might have been riding breeches, only they were made in satin of any desired shade.

The young woman who displays it said it was "dear." It was!

And then there are others which are made of the softest silk, and hand painted and cut to look something like the smocks which Greenwich Village has made famous. And they have funny little bloomers in two shades of satin to wear underneath. These costumes are guaranteed to do "under-sea service." In spite of the fact that they are painted in all sorts of beautiful designs. And there is the silk jersey bathing frock, cut with a straight panel back so that it will hang away from instead of against the figure. This is extremely short, and is worn over black silk tights, but it makes a concession to modesty in the long, tight sleeves and the almost high neck. "I do not know why this sudden demand for long sleeves and high necks," said the custodian of these bathing costumes. They say it is to prevent the arms and neck from becoming sunburned. But I hardly think that that is sufficient reason. The real reason probably is that they are extremely becoming.

Miss Simonds, who buys all of the hats, echoed these sentiments when

she was approached on the subject of straw in winter and velvet in summer.

"I never speak for publication," she said. "I'm too busy keeping track of what women want or buying something that I know they will want when they see it. But so many people have asked me that same question that I have really given the matter serious consideration. Presumably velvet hats are worn in winter because they are warm and straw hats are worn in summer because they are cool. Now, we all know that is a fallacy, but Easter Sunday used to be the signal for the change. It was when the shops first began to display hats for wear in the Southern resorts that women began to appear in New York wearing straw and chiffon hats while the snow flew."

"At first they appeared early in March. Last year they put them on in February, and this year they have been wearing them since Christmas. I should say that women wear straw hats in winter because they can't resist buying them when they see them displayed, and that they wear velvet hats in summer because they must have a change. Having worn straws for five months, when June comes they are ready for velvet; and, after all, what is so becoming as a velvet hat? In Paris they seldom wear anything save fabric hats—never anything but velvet to the race."

And after Miss Simonds had spoken the explanation seemed so simple.

Americans were prone to sit at home and watch the French produce all of the really beautiful fabrics while we made the prosaic, staple articles," said Joseph A. Marin as he held up a piece of black brocade with silver moons in it which lighted up the whole of the silk department in Lord and Taylor's. "This brocade was made in Lyons. See how lovely it is and it sells at \$38 a yard. Here is our own manufacture. You see the material is about the same, but the design lacks the smartness of the other and it is only \$10 a yard. These are also American designs and they sell for \$7 and \$8. Of course, if we had to import them they would cost at least twice that; but heretofore women have been willing to pay the difference because the French goods were so much more beautiful than ours. Within the last year we surely have learned more about the manufacture of silk than we had acquired in two decades previous to the war. And, as we have had to supply most of the world with silk, it behooved us to improve our products as quickly as possible.

"Of course, when silks sell for \$50 a yard they must be beautiful enough to warrant the outlay. And that is where the home dressmaker comes in. The new metal brocades require no trimming, and, as every one, es-

pecially the dress reformer, knows, the bodices consist of a 9-inch girdle and a wisp of tulle over the shoulders. These expensive fabrics naturally fall into graceful folds, and many a woman who once confined her activities with the needle to the manufacture of dollies and sofa cushions now fashions her own evening gown. If a woman is limited to \$75 for an evening gown she puts the sum total into the fabric and reduces the cost of construction to a minimum or else does it herself. The higher the cost of silks the more beautiful they have to be, and the more beautiful they are the more of them we sell."

Nearly the same thing is true of shoes, according to J. Pitt Harris of Franklin Simons.

"We sell twice as many shoes this year as we did last year and twice as many last year as we had done the previous season," he said.

"How do I account for it? Simply this—that women take far more interest in dressing their feet than they used to do, consequently we take a greater interest in selecting something which will please them."

"A woman's attitude used to be like that of the chorus girl, who wouldn't give her friend a look for Christmas because she had one. They had one pair of shoes, or perhaps two pairs, and when they were worn out they bought a new pair. Now they buy because they see attractive models and wish to possess them. Bronze, dull kid, patent leather and satin—every well-dressed woman owns at least one pair of each, and there are buckles galore which are bound to double the price of the slipper."

"Buying shoes is not the easy-going, safe occupation that it once was. It is as hazardous as buying millinery. Women are continually crying for something new, but how can you be certain that the something which you offer them will please them? And if they refuse to look kindly on a novelty your mistake will prove a costly one. When a woman will she will, you may depend on it; and when she won't she won't, and there's an end on it."

The High Points In Spring Fashions

By Ida C. Van Auken

So far as the wearing of new clothes announces the season, it is by far the earliest spring we have ever experienced. It is not only because "the year is at the spring," but because now, after four terrible years, "all's right with the world."

Many of us eked out last winter in our year-before-last clothes, which were looking a bit shabby, and the new fashions are all so lovely they would have been irresistible, even if we had not needed them for the

visible outward expression of joy singing in our hearts.

One might say of the fashions of this spring that they resemble in many ways the ultra styles of the winter, but are at the same time absolutely different—a subtle difference which is little short of miraculous, as it has been achieved in little touches more than in radical changes. There is the narrow silhouette, now an accomplished fact, arrived at by various methods of drapery, loose panels, apron tunics, straight tunics and the plainer tailored type of skirt, so that no one need feel restricted.

Houses were never so charming and youthful in line. In tailored costumes, the close-fitting sleeve is assured of continuance, and in the softer dresses, made of the sheer lovely stuffs all women adore, a new shoulder line drooping a few inches off the shoulder is generally used, with sleeves bellied out at the lower ends and set in larger and more easy arm-holes, without a suspicion of fullness. This is a delightfully young style, and it may be worn by all ages; if a becoming neckline is chosen and becoming materials are selected. Preference seems to be for the straight or rounded necklines, open on the shoulders, and the square neck; but the "V" opening is seen occasionally when the design of the dress extends into a surplice, as this is a natural sequence.

Tricot, plain serge, fine velvets, dvelyn, gabardines and other fancy and plain weaves are used for tailored dresses, suits and topcoats, while the softer, lighter-weight, dressy gown is made of the beautiful silk textures, crepes and satins in exquisitely beautiful weaves. Dark blue, seal brown, taupe, beige and medium-green tones are the colors mostly worn, with brilliant touches in hand embroidery and beading, or lightened by a hat in a bright blue, rose or gold; or, if the hat is of the same color, the scheme may be livened by the application of diminutive colored ornamentation.

You will remember with what feelings of patriotic submission we had our gowns and coats made partly of silk and partly of wool. So cleverly did the designers do their work that now clothes made all of one material look a trifle old-fashioned. Indeed it is hard to find a really smart gown that does not employ the use of two distinctly different materials in its scheme. Often the difference is in the color, the skirt being of one color and the blouse of another.

Very beautiful effects are given by the discriminating use of two materials of totally different texture in the same colors. For instance, serge and silk tricot, silk poplin and fine wool jersey, silk crepon, of which there are many beautiful designs, with satin, chiffon, crepe de Chine and Georgette. The sheer materials are especially liked for the new long

houses with the hip-yokes, which are so prevalent.

Of the combination of plain and figured materials, silks, brocades and sheer chiffons and crepes, such endless and exquisite variety is shown that the woman endowed with instinctive good taste and a knowledge of color values can scarcely make a mistake. Only dresses but tailored of two materials all pleasing diversions from the usual made-of-the-same-material types.

All this proves that women's fashions have attained a state of perfection in which beauty, comfort, ex-

travagance and economy are all possible—which is just as it should be.

The new hats are indeed charming. Even more than the clothes they seem to express exuberance and joy at the new condition of life. The relaxation from suppression is expressed in the wide expanse of brims, the airiness and beauty of the materials, the freer use of exquisitely beautiful flowers and feathers as trimmings, and in the brighter colorings.

Lovely black malines and chiffon hats for afternoon and evening wear are embroidered with glistening steel

and jet beads, sequins and paillettes, with intermingled hand embroidery in bright-colored silks.

Smaller shapes combining satin, taffeta, grosgrain ribbon and straw, are made in the most becoming shapes with small brims, usually rolling off the face in one form or another, giving just the shade of line that so many women will welcome.

There seems to be a decided preference for highly glistening coarse straw braids contrasted with fine straw or silk fabrics. Milan, liere, glossy slipper, chrysanthemum and viscra straw braids are all used.

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LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff Gordon ("Lucile")

A PROVERB invented by an observant bachelor and born was "When in doubt wear black." It was an excellent motto for evening attire.

While I have counseled my readers to use black with discretion, I have also advised the discreet use of black. In other words I have warned against thoughtless employment of black in the wardrobe but urged the careful and correct wearing of it. On this page you see three designs for evening gowns, each of which can be effectively worn at dinner, opera, a dance or the theatre.

The large, right hand figure shows the checkmate gown. The posture of the wearer and the beauty of the robe suggest victory in a game of chess or any other game. It is built upon a foundation of soft black

satin. The narrow skirt, tight and lace bordered around the ankles, is covered with many ruffled drapery of black tulle. The bodice is of black lace, covered by black tulle. It is trimmed at the neck and edge of the long sleeves with bands of jet. A band of jet is combined with the lace trimming at the ankles. Vermillion silk covered with black jet is worn as a head dress and gives the note of color so essential to the full beauty of a black costume.

The large left hand figure displays the beauty of "Mon Secret." The slightly-draped skirt reveals a lining of peacock green silk, of which we get a glimpse at the ankles. At the right of the corsage is an ornament of black silk braid. The belt is of velvet of the midnight hue.

At the bottom of the page I show a magnificent evening dress of jet. A short, full tunic edge with jet is worn with it. A fan of burgundy ostrich plumes with an ebony handle is the note of color relief.

Dainty Dress Accessories Coming Into Their Own Now

Gayest Of Fans, Gaudy Beads And Brocaded Parasols Only a Few Of The Delightful Gownings

"Endorin" of de war," the old dandy said, not a woman bought a trinket or a frippery or a furbelow, and few shops showed the delightful trifles so dear to the feminine heart and so pleasing to behold. Perhaps nothing has so emphasized the return to a pre-war status as the revival of all of these gay accessories in the marvelous shops which fill our great cities.

And these little things have not returned timidly and apologetically as if uncertain of their reception, but boldly, defiantly and endlessly—like our feather fans, for example. How wonderful they are and how much charm these waving glories of ostrich feathers add to our evening kaledoscopes of color by their added splash of brilliant and vivid hue against the lights of ballrooms and the soft tones of party dresses.

Of course the beautiful things mount up into hundreds of dollars, but every woman knows how quickly fads of this sort pass and contents herself with one of the beautiful fans at \$12, or even one for less. They are huge—large in too small a word—for the little softly curling feathers are left full length on their "stem," shall I call it, mounted on amber, ivory, pearl or mandarin sticks. The colors are of the most vivid—scarlet, French blue, green, canary and, now and then, the new henna.

Gaudy Beads Popular Too

Now more of the world's history has been wrought by fans than either you or I would dare to think, and one thing is certain in this year of almost peace, to be a la mode one must wave a feather fan on those occasions devoted to festivity and to joy at least.

And beads! Great wooden beads of every color, preferably the most gaudy and most brilliant, appear everywhere. These are often made of dried woods, or again of celluloid colored so gayly and strung together to end in an impossibly large medallion or pendant of brilliant color.

Particularly in demand are the scarlet beads and those resembling jade in their bright green, lined with soft yellow. These ornate things are worn with the one piece frocks, preferably those of one color, to give the splash of tone contrast nearly always welcome with this sort of gown.

Along with these brilliant links and chains and pendants we have belt buckles, also of the same brilliant colors, and very large, some three inches in length, and varying in size to those almost small enough for shoe buckles. Of course this craving for logical, for the richness of past years which expressed itself in subdued

colors vivid and screaming in psychomotor tones must now be relieved by as gay and bright effects as possible. Witness the vogue of the scarlet straw hat as proof of this.

Speaking of hats, a new shape appears—the shallow crown chapeau. It has its crown scarcely more than three inches high and appears as odd as it is intended to be, and also as new, contrasted with the turretlike structures so long in fashion.

One of these little shallow crowned affairs takes a round sailor shape with a rather narrow brim and is worn tilted a little over the forehead and has two mercury wings of canary, colored feathers at the back and harmonizing agreeably with the brown straw of the hat.

Brocaded Velvet Parasols

Along with this novelty appears a brocaded velvet parasol. It is all charm in tones of purple and lavender, the latter being of silk thickly brocaded with the purple. Side by side with this is a Dresden china affair in white and pink on top, long white ribs and just within the top, as one often sees electric lights hidden in a huge outer dome, there is a soft covering of black dotted net shirred against the white spokes and partly filling the interior of the gay parasol. I have already spoken of the vogue of parasol, hat and frock made all of the same material, a vogue to be much exploited in those gay Southern resorts just now at the height of their gaiety.

Capes and mantles of tricolette and tricolette are among the first showings of the summer wraps. One of these tricolette mantles is in the new henna shade and so closely resembles those Spanish shawls which Carmen forever seemed to wear (at least on the stage) that it may actually be called a Spanish shawl. It is intended to be worn the same draped manner that Carmen wears hers, over one shoulder, around the waist and cascading off to one side, fringe and all. Of course tricolette drapes delightfully, and is well adapted to this type of wrap.

Another tricolette cape is a cape and nothing else, hip length, of the charming blue of the French flag. It has a rather deep collar, of squirrel which contrasts well with the blue and gives just the needed warmth an evening wrap demands.

Still another new cape is extremely narrow and square and is made of an ecclesiastical sort of velvet brocade in dull green and gold, resembling the priestlike robes one sees in Spanish paintings.

Jeweled Combs Fashionable

Jeweled pins and combs are alluring and fashionable for the evening coiffure. Especially lovely are the round horseshoe shapes thickly studded with that blue called "midnight" or emerald green and almost supplant-

ing the jet and rhinestones so long in favor.

Long casque combs, being really lines of gay stones mounted on those amber, tortoise or black backgrounds, are worn the length of the head in the back, or as short as desired. Whatever the preference in size or design, one must remember that jeweled ornaments in the hair are very popular and fashionable.

Companioning the jeweled hair ornaments are high dog collars of white chiffon, wired to clasp the throat tightly and studded thickly with small rhinestones in conventional scrolls or Greek designs. Of course older women prefer these collars, as younger throats do not need them, and indeed should not let them hide their soft beauty.

A wisp of tulle, however, tied around the throat and left in a little cloud under one ear is a coquettish fashion, and has been adopted quickly, and usually becomingly, by many younger women in place of the once all favored tulle scarf. This scarf, by the way, is here with bands of sequins in every color and is hung over the shoulders quite as often as ever we saw the unattached strips of tulle.

So much for the new little nothings which we are so gayly adding again to our possessions. They are the little things which point to the general return to other days, and after all it is the little things which so often make or mar the whole that we can hail these pretty trifles with a sigh of relief and earnest welcome indeed.

Flowers On Hats And Frocks

There is much about the latter end of the eighteenth century that is coming back into fashion. The deeply square décolletage with the high line at the back, the tight elbow sleeves with their deep ruffles of precious lace, the ornamental bow of faint blue ribbon in front and the garlands of little roses appear daily among smart society and in the salons of those exclusive dressmakers who claim that they never become slaves to any one mode of dressing.

There are two designers in New York who use pink roses to ornament various kinds of frocks and coats. They both draw inspiration from the eighteenth century, but they are not in accord with the house of Callot, which chooses roses

that are full blown, soft and becoming.

The roses which we see on these new frocks that come from certain exclusive houses have the appearance of being covered with shellac. Some are tawdry and smack of the Christmas tree; others appear to be cut from porcelain. They represent a certain era in dressing, and they are faithful to type.

There are evening gowns which have rows of these blithering, stiff little roses to outline the décolletage and the armholes as well. There are other gowns that have a garland of these roses arranged like a looped chain of pearls across the front of the corsage, and another row at the top of each deep ruffle of lace that hangs pendant from the elbow sleeves.

Strange to say, in connection with this rococo style of ornament there has arisen a revival of the old Elizabethan fashion of ornamenting velvet pearls to catch up the hems of skirts and sleeves, and these pearls are often a part of a fine lattice work done in gold thread.

We are told that our hats this spring are to be veritable flower gardens. And it would take no oracle to predict that of all flowers the rose would be supreme. Even before the armistice was signed the rose became immensely popular—real roses and artificial roses and the rose motif in decoration. Then with the armistice and victory the color of the rose became one of the most successful of victory colors.

In fact, it was various shades of rose that appeared to be the instinctive choice of most women, so that simultaneously they appeared in rose colored dance and dinner frocks after the war's end. One of the smartest of the advance season hats—one worn by a prominent actress—is a small hat entirely covered with rose petals. Doubtless the rose petal hat will be much in demand as spring comes on apace.

No one with open eyes needs to be told that the corsage bouquet has been revived. It is not as yet so usual as to be actually popular. It has the advantage, as yet, of exclusiveness. It is seen worn on many evening gowns and not infrequently on afternoon gowns as well. It is possible that the spring will reintroduce the fashion of wearing flower bouquets on the tailored suit or street frock, as was the fashion a few years ago.

There are all sorts of flowered cotton fabric for spring and summer. One of these is a rose strewn chintz that in the hands of the skillful dressmaker is decidedly attractive.

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Fashions Always Changing

Fifty years ago, according to a chronicler in The Oregonian of that date, "flesh-colored garters, with the toes stitched with black, to look as if the feet were bare," were reported to be the mode. They had, we are further assured, a "shockingly natural effect." One may well believe that they had. So, for the matter of that, do the fashions of any generation now past cause a peculiar sensation in the breast of the observer of a later time. The costumes of the past always seem queer to us, and old fashion-plates can be counted on to provoke smiles. We do not always stop to reflect that the garments some of us are wearing now are likely in the same manner to stir the risibilities of our grandchildren.

Having just passed through an era in which khaki service cloth has been the predominant material for clothing and utility has been the prevailing principle in the design of garments, we may be said to have experienced only a fashionless period in at least half a century. When we think of "fashion" we are likely to have no vision of the obviously useful. It would be futile to try to trace a mode to a basis of reason or common sense. Philosophers have tried this, but have failed to make out their case. They find rather a quest of something new and strange to occupy attention that cannot be won by more spiritual issues. Lately, no doubt, there has been more than a touch of commercialism in the ever-changing styles. For us to adopt a uniform system and cling to it until the goods were worn out would restrict sales of goods and greatly curtail certain industries. It being the height of good salesmanship to create demand, our arbiters see to it that changes take place with sufficient frequency to forestall too great thrift. Yet it would be superficial to say that this is the sum of all there is in fashion-changing. There have been revolutions in clothes among civilized peoples ever since the world was young. They had them in Helen's day no less than in the gay times of the Second Empire.

Fashion is not primarily, as a mistaken historian has intimated, "that which the multitude wear, and not the attire of the elite." It represents, first, unrest and the desire for change, and second, the primeval desire to keep up with the Joneses. There were Joneses when people dwelt in caves, just as there are now, and multitudes who let the pace be set for them. There was once a man, who proposed a school of fashion. He had a basis well worked out. He would first study the "needs" of the people, he said, and would deduce from them a mode which would meet their requirements, spiritual, moral and physical. There should be comfort and esthetic satisfaction. And then we would settle down to the enjoyment of the product and change no more. The economic sin of casting away an excellent garment, still capable of shedding the rain and keeping out the wind, would never again be committed upon the flimsy pretext that one would be better dead than out of style. But the school died with the prospectus. Its foundation was not after all a scientific one. It took no account of the important factor of human nature.

The criminalness of the reign of Louis Napoleon had prototypes in remote antiquity. The Orientals of long ago had devised an equivalent of the hoop-skirt which we now ridicule, but which it is not certain we shall not readopt at some future time. Only a few years ago the high waists and sheath gowns which women of fashion affected were hailed as novelties, but the instigators of them had borrowed the idea from Mme. Recamier. She, says Roger Boutet de Monvel, was inspired by the Greeks and Romans. The generation still living remembers the "bustle." It was in the height of a passing glory in the early '70s, but it was even then almost as old as the hills. In the more recent '80s there was a fashion among men of wearing trousers that made many of them resemble living skeletons. But in the early eighteenth century it is recorded that our ancestors "wore clothes so tight to the skin that it might well be conceived that they wore no clothes at all." The practice of wearing furs in summer is not a mere bit of modern feminine foolishness, as some have supposed. It has been traced to certain tribes of wild barbarians—Oregonians.

Fashions From The Heart Of Fashion

Spring Brings A Decided Change In Dress

BY KATHARINE CLINTON

FRANCE and America have always been friendly and sympathetic in their relations to each other, but true friendship comes to a test when there is need for help. America in her distress did not find France wanting and in return we gladly answered the call she sent out to us when the enemy threatened her citadel. What joy when they heard we were glad to rush to their aid, and what a welcome our boys received when they thronged the streets of Paris with their happy, joyous spirit, and then after the armistice France began to bid good-by to many of our boys. They have been coming home and slipping into the places they occupied before the war or taking up new work. In everything we see a return to the normal. It was natural that fashion should be affected by this world war and she, too, is again coming into her own. Our demand for new clothes and new designs has been met by the clever designers and makers of fashion in Paris. They have tried new combinations and variations of the different styles, and developed the smartest and most fashionable gowns, frocks, suits, coats, hats and a hundred and one accessories. Never before has such a great inspiration moved them. They think constantly of the new materials and Paris waits for the latest gown or hat. New materials and a new use of the old materials have caused some speculation and comment, but Paris, as we know, can do anything she chooses when it pertains to art, music, literature, but more especially to fashion. This page contains six sketches of the latest and best of designs from that great center. One glance assures us they are smart. Each design has some new feature, and the materials of most of them serve as additional trimming. The Victory colors are blue and cherry red. All sorts of combinations of these beautiful colors are being used. This new blue is a very soft shade and becoming to all types; in fact it adds greatly to one's appearance. Tans, greys, browns, yellows and greens are some of the other popular spring colors.

THESE models are representative of what Paris is offering for spring and they give an idea of the special style features, new notes in trimming and novel combinations. Of the six sketches two frocks are afternoon or informal evening, one is street or morning, one formal evening and the two at the bottom of the page are suits, one a bit more dressy than the other.

We have seen the slim straight silhouette for several seasons, but this spring we notice the introduction of slight curves around the hips and a more fitted bodice than heretofore. For Paris the skirts have grown steadily shorter, but many of the new models are extremely long, especially those designed for wear in this country. The new neck outlines are circular and high around the throat, square in front and high in the back. The oval and V necks are quite popular.

Sleeves are developed in a variety of designs, from the kimono to the deep armhole and from short little whiffs of sleeves to long, loose, deep-cuffed ones. The straight loose line obtained by a properly cut kimono sleeve is very graceful and youthful, but ought not to be worn by the mature woman. Trimmings are elaborate in colorings but simple to do. There are the various embroideries in silk, cotton and colored wools, metal thread, beads and chenille. Ribbons are no less a trimming of importance—loops, knots, tabs and row upon row trim many dresses and blouses.

A pretty color combination may be introduced by the use of two pastel shades of ribbon on an afternoon or evening dress.

AMONG these designs the most novel feature is a tunic of heavy braid in irregular length and finished with knots. The soft sash used with this design was made of self material tied in center back and finished with a fringe of the braid. The slash on the left side of the blouse was laced with braid and the ends finished in a similar manner. The straight line from the shoulder to the tunic is sometimes broken by a narrow belt, as in one of the afternoon dresses. A wide design of embroidery worked in contrasting colors gave this effect of slowness and length. The tunic and front panel were finished with fringe.

Skirts have developed into all sorts of new and novel affairs. The egg-shaped skirt is seen as one of the suit skirts. Plaids in all sizes have again been introduced and accepted, while the three-tier skirt is lovely for afternoon and evening wear. Sheer soft, fluffy materials are made especially for this type of dress. One of the prettiest evening dresses is a rather tight foundation skirt of a deep color, plain or figured, with a three-tier skirt of silk-tulle or chiffon extending almost across the front and a draped fichu affair as an overdress. The sash of deep contrasting color is finished with silk and velvet flowers. Another pretty frock for evening is a soft tulle with tiny sleeves and rows of ribbon loops at the hip and knee line and outlining a paneleffect in front.

On some of the new coats we find an irregular length, which is quite novel. The loose model is being developed in a variety of ways. Some of them have odd pockets extending down to the bottom of the coat and gradually becoming narrower. Another smart feature is the long collar extending quite a way below the end of the normal collar line.

The early spring suit has a coat that is a bit long, but we feel sure the spring suit that will be popular is the short box-coat model, but in the meantime we await what Paris has to offer for later spring wear.

Organdy Leading Fabric In Newest Summer Dresses

Batiste And Cotton Crepe Also Much Used And New Fancy Is Sash Of Contrasting Color

By Martha Goode Anderson

In looking over the summery frocks of cotton materials I find the charming organdy frocks of last season bid fair to have even a greater vogue than last year; that is, if we can trust these first indications. Organdy is so delightful a summer fabric that women love it and buy it at every opportunity, especially in the vivid new shades of peace blue, victory red and the lovely lavenders.

One of the fancies exploited in the first showing reveals sashes of contrasting color. Thus on a charming little frock, with a high waist line and a fichu effect produced by many small ruffles of the lavender organdy of which the whole frock is made, I find

a very wide sash of turquoise blue moire ribbon encircling the waist and ending in a huge bow at one side and to the back. The skirt is quite wide, contrasting thereby distinctly with the narrow, pulled in creations in other materials. And few of the thin fabrics we use for summer are very satisfactory with the extremely narrow skirts in vogue now, and organdy especially is never at its best when so treated.

Many Ruffles And Frills Many of the newest of these very thin dresses show ruffles and tucks too on the skirt. The ruffles of course being very thin, narrow frills placed usually above and below several tucks. Years ago when organdy was so popu-

lar it was banded lavishly with lace, but as yet there has been no revival of that fashion along with its return to favor.

This is a little curious too, as undoubtedly this is to be a lace summer. Not in years have such elaborate and ornate lingerie dresses been brought out. These lovely gowns are really works of art, revealing embroidered panels and pieces from the finest factories of Appenzell and St. Gall, and these are closely and intricately set together, sometimes with net, again with organdy and also with very fine soft batiste. The handiwork of lace is used as bandings and trimming and always a sash of one or more colors is added. This old fashioned frock, now again new, has practically supplanted

the fine nets of the last two seasons, only when the net is used, as it still is now and then, it is as trimming or foundation.

Much of the fine embroidery used on these beautiful frocks comes now from the Philippines, as well as from the Swiss and French factories. Much Valenciennes lace is being used on them, and thus is produced a sort of old fashioned look which is quite pleasing because it seems so very new again.

Valenciennes Lace In Demand Valenciennes lace is so associated with fine sewing, as for so many years it was best known for ordinary use to our grandmothers and was one of the first laces to be successfully imitated and made in the narrow widths so much in demand. Since the demand for the exquisite batiste collars and cuffs with their fine lace and embroidery has been so great the little lace finds itself once more in greater demand than ever and trims everything, as it used to do in the long, long ago. As these charming collars with their fine and "antique"

look are to be seen on almost every other summer frock, and even the simplest one can hardly be bought for less than \$10, clever needle women are buying bands of beautifully embroidered batiste and making them up. A very beautiful collar of this sort priced at \$25 has a square back and rather narrow pointed ends in front to show the lovely embroidery and soft Valenciennes lace. The small round cuffs match the collar's shape.

It is this deep sailor collar, by the way, which we shall oftenest see this summer, and one of the prettiest fashions for trimming summer dresses of thin materials is that of making the collar of white net, deep and square in the back and with tiny narrow rows of Valenciennes lace at intervals. On very thin frocks of organdy or printed batiste or dimity demure sashes of the white net, also edged with the narrow lace frills, appear in soft fluffy bows tied in the back a little at one side. Of course by this time we all know that the sash is with us again, more pronounced than ever and on every sort of gown, be it of heaviest serge, thinnest of organdy or most elaborately embroidered batiste. There is a certain schoolgirl demureness about a sash that is very pleasing to wearer and beholder also, and no dress has ever more pleased the masculine eye than the simple white frock with its dainty sash of blue. It "gets over" every time.

In fact if any of my feminine readers desire to know a man's favorite style make a little canvass among your friends and see if nine out of ten will not describe this sort of frock. Many of the little summer dresses we are to see when the warm days come are made like this—just as simple and schoolgirllike as possible, never forgetting the sash, and if the conquest is to be complete just add a bow of ribbon at each sleeve and a straw hat with a pink rose; carefully avoid all appearance of extravagance and costliness, and I trust the results will be most gratifying to all concerned.

Now as to the morning gowns of wash fabrics, the gingham hold first

place. Some are very vivid, with plaids in the most flaunting and brilliant colors intermingled in very wide checks and stripes. Indeed there is nothing demure about our 1919 gingham, and the price also has kept pace with the size of the stripes and checks. Clever dressmakers have found an excellent way of treating these plaids either by making a plain shirtwaist frock of plain material and adding as brilliant as desired, on the versa, plain jacket over plaid frock. Few of these riotous plaids are used for the entire frock, as hems and bodices of plain material in a good contrasting color are used to tone them and subdue them.

Gingham For Utility Frocks The gingham dress being primarily a utility frock little call for trimming is needed. As often as not this sort of dress buttons at the back and has the simplest of white collars and cuffs to trim neck and sleeves. So far I have not seen any of the little calico dresses of last year, but I have no idea that that material will be left out entirely, for it has a certain quaintness which women like and will undoubtedly be called for again.

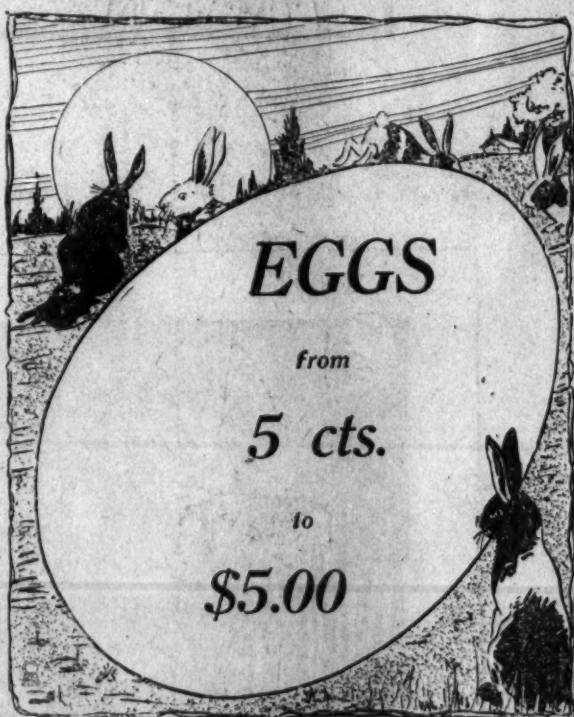
Some makers are exploiting straw trimming on coat dresses of cotton rep. The straw resembles a very fine satin braid and is used as banding, as soutache would be applied, on edges of coats and skirts. It appears on victory red frock of cotton poplin, the dress almost touching the ground all the way round. Except for a little chemiselet of white linen set in a pointed effect below the waist to give a narrow look, the long lines from neck to hem, are unbroken. Bands of the straw trim this vest and a tiny flat bow of the straw is placed just under the chin and thus finishes the low, round neck. The coat which goes with this quaint garment is trimmed, and likewise of the rose-red poplin. It is very long, reaching nearly to the knees, and all of its edges are bound with the straw.

Of course this straw is not brittle but very soft and satin like, so that one has to look twice to be sure it is not a satin braid but is really the unusual straw.

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Are The Styles Of Today Becoming Too Improper?

Investigation Of The Newest Styles Shows Little
Cause For Agitation Among Reformers

Are women traveling fast the road to perdition through the expression of their clothes? This question has been seriously raised by members of the Women's Republican Club and of the New York Federation of Clubs. It is startling enough at least to warrant a consideration of the subject, for women in general, and especially fashion experts and designers, had not been aware of the fact that they were overstepping the bounds of propriety. They have taken a long, analytical look at themselves and their motives, and they arise to state that they have every evidence of honest intentions, even though they may have been, in some particulars, grossly misunderstood, not to say misrepresented.

What is there in all this palaver about evening clothes that are cut too low, walking dresses that are cut too short, etc.? Some of them are all of this, of course. But are all? And are the great majority of modern fashion "too short at high ends"? After a reasonable survey of them, one is constrained to answer "No."

A man who is the proprietor not only of a large and thriving shop on Fifth Avenue but of other fashionable dressmaking establishments in other large American cities was asked for his opinion on this subject. He shook his head and looked mightily distressed, for, from his knowledge of a large class of women and the clothes in which they are interested, he saw no reason to think that they were treading the downward path. "Evil to him who evil thinks," or words to that effect, were the burden of his remarks.

It is a matter of fact, perhaps not realized by women who are not thoroughly acquainted with the intricacies of fashion production, that all gowns when originally created are designed for ladies—real ladies—the sort of ladies who, by reason of their very natures, could not be vulgar or immodest even if they desired to be so. But when those gowns are copied or adapted by those who are not artists they lose a great deal of the subtle charm that was theirs to begin with. Then, when this mistake is beheld and purchased by some one who is not a lady, and who does not know the first principles of wearing her clothes like a lady, something crude and awful is bound to happen. And we admit that it has happened repeatedly. But is this any reason why the whole world should be upset over the impropriety of women's dress? No, it would be much more dignified to turn away and let the horrible thing die a natural death.

It has been part of a woman's business for some time past to take pains to attract the opposite sex, and she has, through the ages, developed more or less subtly in this respect. Dress has always played a large and important role in her little game of life, and it, too, has displayed its subtleties. These things are still going on, much as they may be regretted by some members of the community, and though some of their demonstrations make us shudder and turn pale, still we must realize that they are only ugly sides of otherwise quite natural and beautiful manifestations.

Dress and dressing continue to constitute a large portion of a woman's life no matter what character that life may assume. The only effort to educate her should be in the line of raising her standard of beauty. That end the fashion designers are always endeavoring to accomplish. They are the ones who weep most bitterly when confronted with the atrocities that are often committed in the name of fashion. The women's clubs call the result "vulgar." The fashion artists call it simply "ugly."

Some one has suggested that there is a grave though distant danger of dress reform being passed by law in much the same way that prohibition has been carried. It looks improbable enough, but so did the prohibition thing a few short years ago. What a future prospect for the ladies! Collars that touch their chins, skirts that sweep the floor collecting dust and wearing to frazzles in short spaces of time, large wads of gatherings around their waists and hips—and Heaven only knows what other horrors. It would look as if an anti-party should be organized at once—something to save a vestige of charm for those who have used it for so long that they would be altogether lost without it.

A significant indication that a slow reform is silently and slowly creeping upon women's fashion is that during the last four years there has been achieved a decided change in the silhouette. Attempts have been made by the fountain heads of fashion to alter this state of affairs, but they have been met with a cold reception by American women, who are, at last, taking a stand and refusing to have the lines of their gowns changed radically every season. They have been shown the bugle, hoop skirts, and other relics as possi-

ble additions to their present wardrobe, but they have steadily declined the invitations. They can be forgiven, surely, if the necklines on their evening gowns drop a trifle too low. Their natures love variety and change, which they are seeking surreptitiously in this manner.

Lingerie, it seems, is another point upon which the women's clubs choose to be shocked and agitated.

They say—those ladies bent upon reform—that women do not look at window displays of lingerie as they pass by. Women have been known to look into shop windows when lingerie was being exhibited—yes, even many women. Perhaps they do not cover the things they see there. Perhaps they are merely interested in the exquisite construction of the fascinating garments. Women, as a rule, show a real and instinctive interest in hand-made lace, which are much the same expressions of beauty as are hand-made underclothes. The same angle of artistic handicraft has been used in their making.

In spite of all crusades, the slow process of improvement works on in matters of women's attire, as in all other phases of human life. Not only can we point to the natural process of betterment where dresses and lingerie are concerned, but shoes and corsets and hats are showing marked evidence of advancing toward a more sensible and lasting era.

Shoes, if they laid the least claim to smartness, used only a short time ago to be most uncomfortable. Women hobbled about on heels that shot their feet up into the air and into ungraceful and unnatural poses. Yet this was style, and any one who defied the ruling was considered decidedly queer. There was no crusade inaugurated against the fashion which, while not immoral in the least, was certainly indecently disagreeable for the wearers. But, by right of popular demand, the condition gradually and quietly changed, until now low-heeled and easy-going shoes are not only permissible, but quite the smart thing to wear. At the ultra-fashionable

shoe shops two sorts of heels are shown on shoes of the same cut, and the tendency in buying seems to be in the direction of inch-high heels.

Corsets have grown from pinching, confining, unhealthy sets of closely fitted bones into supports that entirely adapt themselves to the demands of the human figure. They are supports where once they were tortures. Yes, once there was a corset reform movement, and the substitutes that were suggested for the then prevalent strait-jackets look as ludicrous now as does the prospect of those reform dresses with modestly high collars and long skirts. The growth and improvement was a natural thing brought about by the education of the public and eventually by the demand for something which would more adequately suit their purposes. It may even be that women can be educated to see that their charms will be more lovely and more greatly appreciated by the opposite sex when the necklines are allowed to remain at something near normal.

Even in the matter of hats, reform has crept upon the public. Every one remembers the days when the size of the ordinary street hat could be compared without exaggeration to a cart wheel. And that was not all. Instead of lying closely on the head, this hat was perched aloft, supported by a band built high from the head, and then its brave wearer employed dozens of villainous-looking pins which were stuck through her hair and, in a wind storm, threatened to deprive her altogether of her crowning glory.

How different are the hats of today—the hats that have been during these last four years and still are. They fit the head. They snuggle comfortably to the coiffure. They stay where they are put without the use of pins, for they are built with that end in view, and a hat is not perfect unless it realizes this ideal. There are few brims and those that survive stay within natural bounds and limits.

Even at this moment skirts are longer than they have been for some seasons past, showing a tendency which should be heartening to the reform body. It assuredly brings clear in one respect to those who must wear the gown, for shoe leather is high and the tops of boots need no longer measure an extreme of ten inches in order to meet the edge of the skirt.

There is hope. We are not lost yet, on account of women's dress, and optimists believe that the tendency is all in the right direction.

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Georgette Skirts In Most Vivid Hues

White Always In Vogue, And Elaborate Tucks Or Hemstitching Make Them Most Dressy—Worn With Blouses

To be strictly correct, one's summer wardrobe must include at least one separate skirt of georgette crepe. If it is not of white, then it must be of the most vivid color known to the dyer's art. Grass green is really beautiful, though one may think it impossible until such a skirt has been seen. The georgette skirts are made up with wide tucks stitched with silk thread or hemstitched in place. They are gathered onto the waistband and finished with wide belts, following exactly the design of the skirts of that heavy satin brought out two seasons ago.

Of course these skirts are to be worn on occasions when more or less dressy things are demanded. Worn with them are blouses of finest net, of batiste, or of georgette. They are trimmed, except for the tucks, each at least four inches wide, which ornament them from hem to waist.

The white skirts of georgette are particularly lovely and are most satisfactory, as georgette is never injured by repeated laundering, if carefully done. These, too, follow the lines of the colored ones. Worn with the white skirts are knitted sashes of heavy silken thread, the sash going twice around the waist and looping at the side with fringed ends.

It is impossible to do without separate skirts, not only as a matter of necessity even for the most limited incomes, but because also of the beauty of the materials used this year. Of course the heavy satins to which we grew accustomed last year and the year before are much used also, and in addition to these there is an endless array of delightful new fabrics to choose from.

Satin In Endless Creases

Perhaps I should say satins in endless new creases, rather than new fabrics, as most of the new materials seem to present a satin surface with many variations. A new crinkly stuff which is frosted all over with white dots or lines is being much used for the sort of separate skirt which I have been describing. If the skirt is made so that the little broken lines run around, the width of the material is sufficient for the depth or length of the skirt, and two yards is required for the making.

If, however, a deep hem and a wide belt are required, two and a quarter yards will be needed. As most of these skirts are gathered simply on the band and finished at the bottom with a wide hem the making is more or less easy. Few of the satin fabrics are priced under \$6 a yard, but their quality of endurance becomes one in their favor and precludes their being expensive in the long run.

The heavily brocaded satins are much in demand for this sort of skirt also and one sees many made of the satin material with a thick dot or triangle or lozenge or circles interloped and heavily brocaded against the satin background.

White China silk lends itself well to this type of skirt, as do most of the soft and supple silks and satins, but taffeta seem entirely out of the running, though many of the smarter one piece frocks will appear later made up in this silk. Now and then

one finds a black taffeta skirt, but for the pretty, dressier things for any moments and real summer beauty it is the whites and pale flesh tones in the charming satins and broadens, such as I have noted above. On the new skirts pockets are left off, though two seasons ago they seemed to be a distinguishing feature.

Top Coats Enchanting

Worn with these skirts are perfectly enchanting top coats in the gayest colors, as, for example, one in the finest silk whipcord of scarlet with a white satin lining. Its charm of cut and line made it a thing of rare beauty. Another coat of equal beauty is in Italian green taffeta unlined and reproducing that bright shade of green from the Italian flag which gives it its name. Of course the other is called British red, for though the British officers discarded their beautiful coats long ago, the color still lives and glows a perpetual reminder of their aides.

The voile skirt is also a popular fancy, for voile has one charm no other fabric offers; it always launders perfectly, does not rumple and does not "thicken" with repeated washing. Of course these voile skirts appear in all colors and are made after the fashion of all the others with the tucks and deep hem and wide belt.

It is to be noted that the skirts of these thinner and more supple materials seem to have taken the place practically entirely of the white serges almost indispensable heretofore. There was a time when no summer wardrobe was complete without its white skirt of serge, of broadcloth or some woollen material, but the war naturally changed all of that, and these handsome brocaded satins and the satins of heaviest texture have done away with the others.

As to the more practical skirts for every day wear in summer time one does not see so many of them for the reason that the one piece dress has so largely supplanted the once fashionable shirtwaist and skirt. However, a pleasing fashion is that of making up skirts in the bright hued plain percale, chambrays and handkerchief linen. Organdie also is one of the desired fabrics, though, because of its tendency to rumple and crush, it really cannot be classified with everyday materials. Such splendid flouncings of organdie, though, are brought out and a skirt, yes, even a whole dress is so quickly fashioned out of them that they will undoubtedly be greatly in demand.

To return a moment to the everyday skirts. The bright hued plain materials are preferred to all others, and lavender and the higher British red lead in favor. The greatest simplicity is permitted in the making of these colored skirts, as they follow the straight lines described in all the others.

Shantung pongee and other rough surfaces are to be also much used, and because of their durability, quality and lightness are excellent for summer wear.

usually comfortable as a working dress and has the advantage of being easily laundered.

After shopping, one lovely way to pass a leisure hour before dinner is shown in a house gown of navy blue silk crepe, brightened with a bit of beige silk. A simple, two-piece skirt of the crepe is attached to a poplin blouse. The waistline is slightly Empire and is finished with elastic cording in a double row. The peplum is cut to fall well down over the hips and is finished with a deep cuff hem. The straight, set-in sleeves are of elbow length for convenience, and for style are trimmed with beige colored cuffs. A simple roll collar of the beige finishes the neck, and there is a ribbon cash tied at the front.

These lovely house gowns may be made in many dainty tints and pleasing fabrics. But one should guard against selecting anything too intimate if worn as a house gown rather than a negligee.

House Gowns For Spring

In the Spring, when the grass is beginning to turn green, and the tiny flowers are just budding, every woman catches the spirit and turns her thoughts from warm winter apparel to soft, lovely, feminine things. Even inside the home the spirit is reflected in the pretty new house gowns that are being worn while one is busy at household tasks. To be presentable at all times is the duty of every housewife, even if one's neighbor only drops in to borrow the new cook book.

A house gown of comfortable cut is always welcome in a woman's wardrobe. House gowns this Spring are shown not altogether "negligee," and in dainty coloring and finished clever detail. Many slip-on models are shown not altogether "negligee," and yet quite different from the well-known, tailored house-dress ofingham.

Fine silk and cotton mixture crepe has a genius for being fashioned into becoming house gowns. A lovely combination is tan crepe double crossed in pale blue and plentifully sprinkled with dainty flowers of coral color. Three inch ruffles of a self material were the most interesting feature of a slip-on house gown. Cut like a kimono in one piece with short elbow sleeves, this lovely gown flared to a two-yard width around the bottom. A ruffle finished the deep V-neck sleeves and bottom of the garment. Tiny hems, almost invisible, edged the frills, which were set on with a heading about a half-inch deep. To hold in the fullness at the waistline there was a long string girdle of the material looped in front.

This becoming gown of homey loveliness would be delightful to slip on during those feminine moments when one's uniform is laid aside, and yet when one must be prepared for the unexpected visitor. It is also an

Made-Over Gowns

With the renewal of social activities, dress resumes its importance in lady's wardrobe, and clever, indeed, are the styles ushered in with Victory. Frocks this season are distinguished by grace of line and interesting color combination with a touch of elaboration introduced in some small detail. To transform a somber satin dress from last season into a thing of beauty and charm is a simple matter and many women are remodelling the inevitable black satin found in the average wardrobe.

An afternoon gown is a charming gown, indeed, when it is of soft black satin and spotted net. For net and jet were well met in a lovely "made over" frock, recently worn at a "benefit bridge." The foundation was of the satin, cut off sharply above the bust. Of slim proportions was the two-piece skirt, measuring but a yard and a half around the bottom. Almost any black satin gown might be cut down to this simple foundation.

Alluring is the correct word to describe the overblouse of sheer net, closely spotted with half-inch dots. A kimono model, with a gathered neck was outlined with a narrow band of jet and the sleeves were lengthened to the wrist. The joining seam was hemstitched, and so were the becoming flare cuffs.

To conceal the satin skirt there was a two-piece net tunic suspended from either side and banded with two rows of satin at the hipline. There was a broad girde of satin made gay by a scarlet velvet and black tulle flower. This is an afternoon gown that appeals to the woman appreciative of true artistry and economy, for it only required three and a half yards of dotted net to bring it up to the moment.

Who would not delight to wear a frock of black satin, combined with a "kumel-kumel" in the fashionable "onion color?" A two-tone model is excellent to choose, when one is making over a gown. A black satin dress, whose blouse is worn, may be cut off at hip length and the lower part used.

When you attach a long-waisted blouse of kumel-kumel (a new fabric of rough silk crepe), to the skirt, you will indeed have an ultra-smart gown, but if you add black soutache braid to the onion-colored blouse, you will leave nothing more to be desired. Instead of the usual girde of self-material, try knotting a black silk rope cord about the waist, and, to give it weight, finish the ends of the cord with silk tassels and amber beads in queer shapes.

Crippling Of Women By Fashion Denied

Expert Asserts Effects Of Freak Dressing Will Prove Only Temporary

Philadelphia, March 1.—Dresses which many women now are wearing are causing them to become "knock-kneed, knock-armed and sway-backed," recently declared Mrs. J. Milton Menendick in an address before the Twentieth Century Club.

Dr. William A. Stecher, director of Physical Education in the Philadelphia public schools, agrees with Mrs. Menendick that dresses which make women answer to that description are in style, but he asserts there is no danger that they will become permanently disabled by their efforts to conform to the new fashions.

There is nothing the matter with woman's frame of body, but there is with her frame of mind, he said. In other words, she is not knock-kneed, etc., because she can't help it, but rather because she wants to be in fashion.

"Dr. Celia Mosher, of Leland Stanford University, says all of a woman's muscles can be developed to be as strong as those of a man," adds Dr. Stecher. "Women are men's muscular inferiors 10 to 33 percent, statistics say. This is due to no innate disability, but to woman's dress and to traditional ideas regarding modest feminine exercise."

On the other hand, men are women's inferiors when it comes to feeling the cold. Everybody knows how long a woman can remain in bathing, and how scant her clothing may be in winter, and yet she does not die of exposure."

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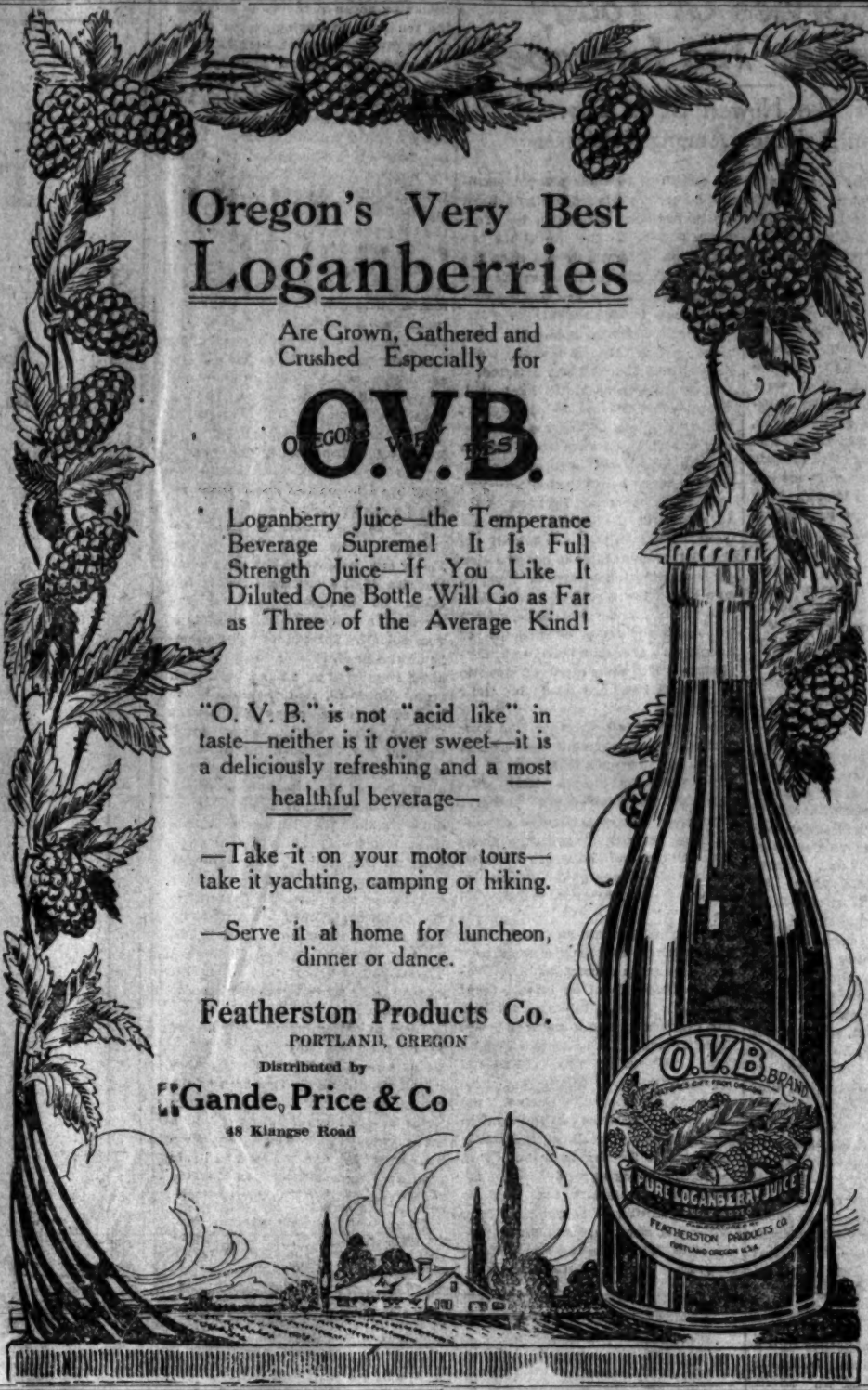
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American Silk Fabrics Now Leading The World

Spring Fashions Include Weaves And Patterns In Field Untouched By Americans Before The War

America is producing the most beautiful silks in the world. We had shrunk from pinning this medal upon our own breasts until, the other day, there arrived in our midst one from England who had been delegated to make the trousseau for the Princess Pat. Naively we inquired what he was after, and were told that he had come searching for materials from which to make the wedding creations. Then we waked up, looked ourselves over, and realized that after all we were producing the most exquisite silken materials of the day.

When one realizes that four years ago, when the war started, America held no place at all in the manufacture of silks, one begins to understand the rapid strides and advances that have been made. At that time when importation stopped, and women were forced all of a sudden to buy American silks, it was no unusual happening to have that silk turn all the colors of a peacock once it was exposed to the sun and for it to wear into holes in the most unholly places. These little characteristics, added to the fact that prices even exceeded those of the wonderful imported stuffs to which we had been accustomed, created somewhat of a disturbance.

In the short space of four years all that has been changed. We have much to be proud of, for it had always been said, that, on account of the cost of production, America could not turn out the high quality of fabrics that were produced abroad. The truth was that America had never been driven to the point where she was forced to make the effort. Now that she has, there is no telling where she will end.

Even now it is said that American silks outclass any ever printed and woven at any time in other countries. And we have just barely started. The manufacturers see rosy vistas ahead.

Intricate Weaves
First of all, it is the weaving of silk which has been so admirably perfected here in this country. Where once the manufacturer confined his efforts to the simplest of silks and satins, now he indulges his art in all sorts of intricate weaves. There is one sort of silk that has the same threads of the same color woven most interestingly into blocks, one of which shimmers in one way and the other in quite the opposite way. There is another variety of weave which shows little Turkish-towel humps of silk on one side—these in a light shade of some color—and on the opposite side there ap-

pears a plain, satiny surface of the same color in a darker shade. It is a question in the mind of the designer which side shall be used, for each is as beautiful as the other. Evidence of this controversy is found in gowns which show one surface in one part of them and another in the remaining part.

The printing of silk, too, has evolved beyond the wildest prophesy. One, some years ago, an importation from France of Martin silks designed by Poiret created such a stir among artists and people who recognized the beauty of such things that they were the talk of the town. The silks were made to the counters where they were sold, and those fortunate enough to be able to purchase a yard or two were envied by hosts of their longing neighbors. The colors were gorgeously achieved and the designs perfectly worked out.

Now, with wonder, those same artists and admirers behold printed silks made in America, many of which compare most favorably in charm with those of a former day—and they can more readily achieve the ownership of these new silks, which are lower in price than the foreign ones, even though we still hear groans at the prices of the present ones. They are surprisingly low in price considering the art and craftsmanship shown in their manufacture.

Dyes, too, have improved startlingly. There was a time when one hunted in vain for a pure color or a certain shade, but now it is possible to find these tones, guaranteed to last without that awful change to streakiness.

For many years it has been the custom among designers to name the gowns which they create, with the result that the gown and the name live on together until they pass out of fashion together. That little trick has been adopted by the American manufacturers of fabrics. A new set of designs in printed silks and chiffons has lately been launched which are termed "La Victoire" silks, and the designs for these provide the greatest interest in their detail.

Each one has a distinct motif having to deal with some phase of victory that is French in feeling, for the whole idea of these patterns is that they are dedicated to the French. One, for instance, has quaint little figures of soldiers all intricately interlaced with underbrush, and this pattern is called "The Scout."

Another called "Camouflage" shows sailors surrounded with camouflage

designs. And still another, introducing a vein of humor, is called "Ninette and Rintintin." This shows the quaint little dolls so named tied together and streaming over the surface of the silk in a decidedly picturesque sort of dance.

Some of these silks or indestructible voiles, as the case may be, are printed in nine colors—an achievement, indeed, in itself.

Greenwich Village Goes Up
Greenwich Village, which settlement gave us its name, in more ways than one, has even come forth in a set of printed silk patterns called "Greenwich Village Rumba." Their surfaces show a wild confusion of colors, fascinatingly woven into designs. These can be used for negligees, house gowns, garden smocks, or any article of feminine apparel which allows a treatment somewhat out of the ordinary.

The evolution of color in silks and in dress is one of the thrilling aspects of this matter of the lustrous-new fabrics. American women used, somehow, to be afraid of color. Some scoffers said that they did not know how to appreciate color, but at any rate they showed little enough of beauty in this direction in the make-up of their clothes. Now, when real societies of shades and tones are actually manufactured and presented for their choice, they show themselves not only appreciative, but actually hungry for that very thing. They indulge in color where one would least expect, and there is nothing but good to be said of it.

By color is not meant necessarily a wild and crude representation of tone, but rather the really colorful shades that are contained in the more subtle variations of the primary tones. There is, on the other hand, nothing more beautiful than a combination of bright colors, beautiful and artistically achieved, and this sort of an effect has reached an astonishing height of perfection.

The other day, at a lecture, a woman most soberly dressed in a dark blue tailored suit arrived and took her seat. Presently she removed her coat on account of the heat in the room, and as she did so the brightest and happiest sort of silk lining was disclosed to view. She folded the coat lovingly inside out and spread it on her lap with a sigh of deep satisfaction. No doubt she was stimulated by the pleasant glow of its color as was her neighbor who noticed all of this.

A foulard used to be the only variety of printed silk that was at all

prevalent among American dresses, and there were those who objected strenuously to the foulard designs because they were always postery and rather startling in effect. Now there is on the market a new silk fabric for street dresses which retains all of the agreeable points of a foulard, eliminates all of its disadvantages, and adds a few illustrious qualities which add greatly to the final effect. This silk is termed "Aurore" to distinguish it from any of its sisters. The background is usually (for there are many varieties) a lustrous dark shade and the figures upon its surface are printed in another dull tone so that they quite melt into the surface of the material. It is a silk that will make a large appeal to the conservative public, for it is not only entirely new, it not only exhibits every fine quality of the aforementioned foulard, but there is about it nothing that is at all conspicuous and garish.

There is one interesting point about the placing of the pattern on this silk which will appeal to the woman thinking about the design of her gown and its ultimate effect. The pattern is distributed over the surface, not at random, as might be expected, but in the following manner: The plain and unfigured material is draped upon a form much in the way that it will be used when a dress is being composed. Then the artist places the pattern where it will show to its best advantage and where it will not be obstructed by any technique of dressmaking. This is a trick originated by the French and most thoroughly to be praised, for by its help the last effect is even better than the first.

The existence of printed silks is one thing and the art of making them up is still another. One of the most successful gowns ever made of a printed silk was worn by the young lady who had originally designed the pattern. She had taken the material and lovingly combined it with certain strips of plain silk until she had fashioned a frock that was delightful in its consistent character. This only shows that it is necessary to study the nature of your design before you can successfully achieve a gown. It is not nearly so easy a matter as the use of a plain surface, but, on the other hand, the result of the latter is never so interesting nor full of character.

The first rule to remember in the development of a printed silk or

crepe or voile is that the pattern, being the salient characteristic, must be recognized and taken into account. Then the first step in this process is to realize that any trimming or added fussiness is always a surplus quantity. Let the material count for all that it is worth, for it is worth a great deal when properly handled.

Patterns In Dressing
Some will object that a pattern in dressing is a disturbing thing. This is not true when it is handled properly and by an artist. This fact has been proved by many of the new creations exhibited by American designers.

A blouse made of a Batik design in blue, printed on a deep cream background, most aptly illustrates this idea. It was aptly full in every particular, showing the pattern in all the richness of design and color. The edges were peccod and there was at the neck line only the faintest suggestion of an edging of lace peeping out from beneath the peccod edge. This lace was dyed to match the color of the background of the material. There it was—nothing more—but nothing more successful could have been conceived.

When the blouse is plain, as one was, or georgette crepe the color of coral, then the skirt should be of printed silk, as this was of pussy willow printed in tones of coral and white and black. When the skirt is plain, on the contrary, the blouse carries sings when made of printed chiffon. A combination of this sort consisted of khaki-colored crepe skirt and a blouse of "La Victoire" indestructible voile in a tan ground printed with a design of olive branches and service stars in a deep golden brown.

One can go to all sorts of lengths in the use of these printed silks and chiffons in wearing negligees and house gowns. Some of the most lavish ones have been designed and are already on the market. There is one of cerise and white in an all-over pattern draped in long and flowing lines from shoulder to floor. There are shorter house smocks made of printed chiffons and worn with draped skirts of plain dark satins. One of this character was made with a gorgeous yellow and blue printed top and a skirt of heavy, soft dark blue satin. The only trimming that the negligee showed was in the form of four yellow Chinese tassels, two hanging from two points over the arms and two from two points over the hips.

For linings these printed materials are conspicuously indulged in, but

there is a new idea in this respect which is bound to meet with a great degree of popularity. It is to line the coat with a silk and then to repeat this same silk in the blouse—all with a plain tailored suit. One like this was a combination of blue serge and blue and red printed chiffon and silk. The coat was lined with the silk and the blouse was made of chiffon in the same pattern as the silk. Another suit on this idea was made of black velvet. The coat was lined with cream white khaki kool and it ad-

covered a smock made of the same material.

Hats lend themselves most graciously to the use of printed silks and crepes. In puffed crowns they show off to their best advantage and in shirred brims when they are chiffon, or plain stretched brims when they are silk, they are good to look upon.

Many are the ways in which these materials have already been used, but the employment of them is still in its infancy and it remains for more and more stunning things to be originated.

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Pond's Vanishing Cream is based on one of the most valuable skin-softening substances ever discovered, whose affinity for the skin is so great that the moment it is applied it "Vanishes," and never re-appears, as do many other toilet preparations.

Use it on your hands and neck as well as your face. Compare the fresh, soft condition in which it keeps your face with the drawn, dry feeling that generally follows exposure to the weather. Only the very freshest, purest ingredients are used; it will not grow hair or down on the skin.

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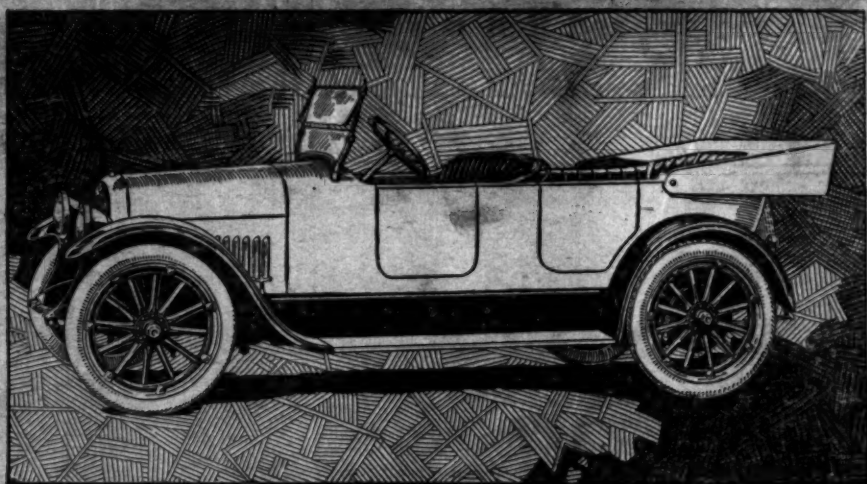
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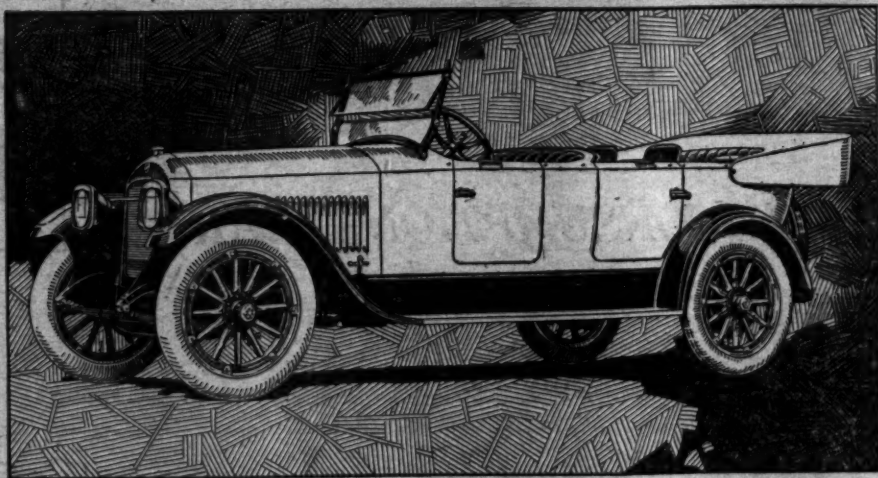


The Shanghai Horse Bazaar & Motor Co., Ltd.



The New Studebaker "Light Four"

The New Studebaker "Big Six"



Studebaker

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The New "Light Four": This is rightly termed the "Low-priced QUALITY CAR." It is beautiful in design, thoroughly modern and mechanically right. It is ECONOMICAL to buy and maintain, BIG ENOUGH for the whole family, AMPLY POWERFUL, thoroughly up-to-date, DESIRABLE FROM EVERY ANGLE. The car is so well designed and made of such excellent material, that it is very light; it is perfectly balanced with consequently low gasoline and tire expense.

The New "Big Six": The remarkable ease with which it holds the road and travels mile after mile without vibration or effort is one of the big features. You can drive it all day without fatigue, and so can your wife or daughter. Its sure starter, the responsiveness of the motor, the convenient controls, the short turning radius, the irreversible steering gear and the quick-acting brakes, all contribute to make this a delightful car to drive. Its mechanism is simple, accessible, practically trouble-proof, easily cared for. It is a beautiful car to look at; a most satisfactory car to own.

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The Shanghai Horse Bazaar & Motor Co., Ltd.

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The modern idea is only slightly different.

IT is, that anything is beautiful because it is good. Particularly is this true of the products of labor and invention.

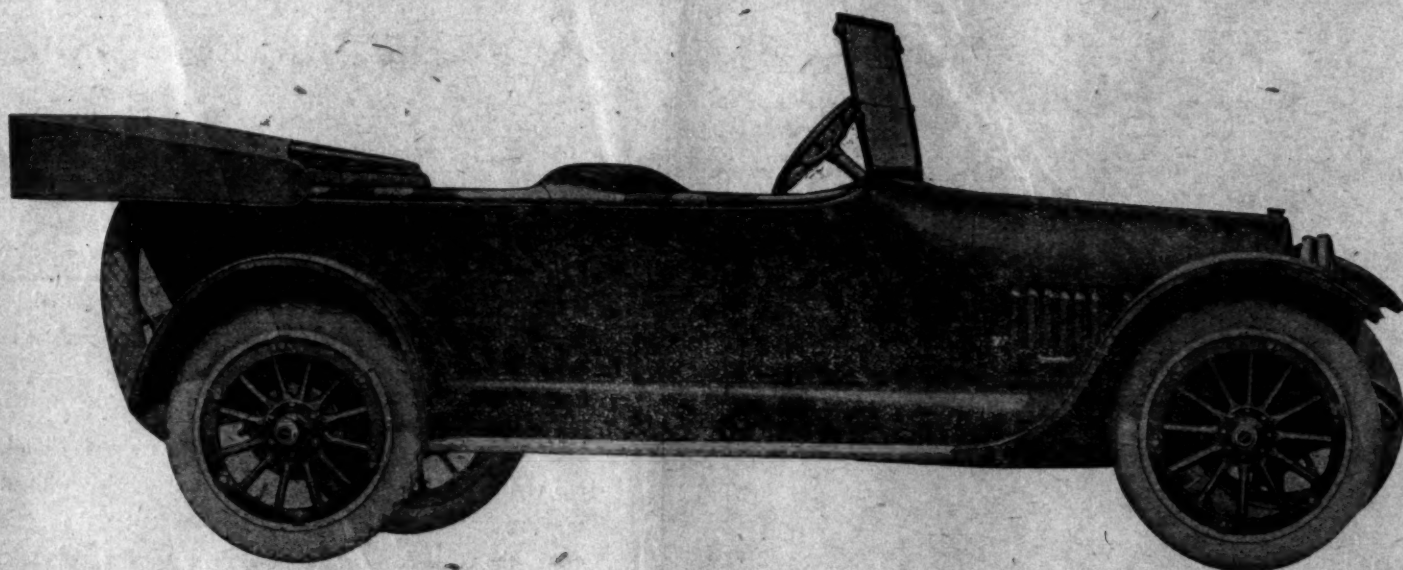
THE inbuilt beauty of Buick cars is of this type. It tells in a subtle way of the skill, the pains, the thought that have been lavished on the Buick cars to make them everything that the exacting motorist can desire.

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CUSTOM MADE ROADSTER IS A NEW KING FEATURE

Sporting Model Attracts Wide
Attention At New York
Motor Show

One of the features of this year's automobile shows was a custom built body on a King "Eight" chassis, with many new and attractive improvements of the speedster or roadster type. In fact it combines the two models.

It has been generally acknowledged by the public that this new type of body is a much left need for the particular customer on the lookout for a speedster. The body seats, conveniently, two persons; has a slanting windshield and an extra wire wheel built into the sloping back of the body so that it will conform with the lines of the body. A leather top with two beveled glasses is provided for rainy weather, and if not wanted the top may be folded away into a compartment, provided for it on the side of the body. The side supports on which this top is fastened are folded over behind the seats and form a rail on top of the body which is very pleasing with the sporting lines of the car. This particular car, at the New York exhibit, was painted in military khaki color, with the fenders shaded a little darker than the rest of the body and the radiator and lamps nickel plated and also the windshield.

"The body of this car is so pleasing to not only the public but also the dealers," says W. R. Vogeler, the General Manager of the King Car Corp. of New York, "that the car was sold the first day it was shown and orders have already been taken for more than one hundred bodies—one King dealer alone subscribing for twenty-five bodies of this type."

Messrs. Arkell and Douglas, Inc., 31 Canton Road, local agents for the King "Eight," will be pleased to send particulars and descriptive literature of the above car.

Dodge Special Town Car Is Well Liked

The Dodge Brothers special town car recently exhibited in New York is a striking example of the numerous special bodies which this company is furnishing this year.

It is essentially a utility car—one that can be used in all kinds of weather. The exterior finish is one of unusual distinctiveness and so prepossessing in appearance is this car that few hesitate in making the purchase at first glance.

Packard Will Give Soldier Employees All Back Their Jobs

Also Will Give Them The Pay
They Would Have Received
During Service

All former employees who resigned from the Packard Motor Car Company, to directly enlist in the United States army or navy, or who were drafted while in the employ of that company, are to be given their old jobs back, on their return, even though it is necessary to displace employees now occupying those jobs, according to a statement given out recently by Alvan Macauley, president and general manager.

Also, they are to be given the pay which they would have been receiving had they remained in their jobs. Instead of going to the war. In other words, where rates have advanced during their absence, they are to be given the advantage of these increased rates.

This will affect over three thousand employees who left the company to enter the service of Uncle Sam. If all of them return to apply for their old positions. As a great many of these are overseas and their period of service not yet terminated, some time will elapse before the entire number of those wishing to return is absorbed. In any event, however, the Packard company announces its readiness to take back honorably discharged soldiers and sailors, who went directly from Packard jobs into the uniformed service, as fast as they make application.

This announcement is in line with a policy pursued by the Packard Company ever since April, 1917, and confirms instructions issued to department heads issued soon after the armistice was signed.

Already some hundreds of employees in United States service have returned to the factory and resumed work.

FIRESTONE'S BIG YEAR

At the recent meeting of the stockholders and directors of the Firestone Tire and Rubber Company (a very large portion of the stockholders being employees of the company) it was announced that the profits for the year past, after liberal allowances for depreciation, had debts, taxes, etc., were \$5,350,442.26.

RESTA MAY RACE AGAIN

Dario Resta, who won the Indianapolis speedway race in 1918, may be a starter in the forthcoming sweepstakes on the Hoosier track this year.

Shanghai Horse Bazaar & Motor Co., Ltd.



Part of the Staff of the Motor Garage

FEW enterprises are so closely associated with the growth of Shanghai from a small town to its present importance as the commercial metropolis of China, as the Shanghai Horse Bazaar and Motor Company, Limited.

Founded in 1911, the Shanghai Horse Bazaar, as it was termed in those hoary days of antiquity, was the pioneer livery stable of the port. With the relegation of the pony and horse to second place in the scheme of things, so far as transportation is concerned, the company, keenly alive to modern developments, not only changed its name, but, to a great extent, the very nature of its business. In this present year of grace, the Shanghai Horse Bazaar and Motor Co., Ltd., and, as will be seen from the illustration at the top of this article, has a very large staff devoted to the automobile side of its business.

The company's head establishment is situated on the Bubbling Well Road, opposite the Race Course and Recreation Ground, the main thoroughfare of the International Settlement, along which passes a constant stream of traffic.

The motor garage alone occupies an area of 41,250 square feet, the machinery repair shops 3,723 square feet, and no less than 8,385 square feet are available for storage purposes. In the summer of 1917, the whole of the premises were extensively altered and extended, in order to

accommodate completely up-to-date workshops, in which every kind of work in connection with the local motor-car industry could be undertaken.

The coachbuilding works, it is of interest to point out, are equally extensive. The carpenter shop occupies 7,056 square feet, the tailoring department, 920 square feet, and the painting and varnishing rooms 12,238 square feet.

The fact that the company was established so long ago as 1911 made it possible to possess such extensive premises on the very front of the famous Bubbling Well Road, for the purchase of such an area of land in that thoroughfare now would entail an enormous capital outlay. Thus, the many customers of the company have the full advantage of these 73,572 square feet of workshops, which most patrons must pass every day three or four times on their way to town.

All the workshops are fitted with the most up-to-date machinery. All work undertaken, whether large or small, is supervised from beginning to end by skilled foreign mechanics, electricians, and other specialists.

The company possesses many valuable agencies, among which may be mentioned those of Automobiles Berliet, Lyons; Arrol-Johnston, Ltd., Dumfries; Studebaker Corporation of America; Briggs-Bosch Corporation, Detroit; the F. B. Stearns Com-

pany. They also have a long line of agencies of accessories, which comprise, among others: The Savage Tire Corporation, of San Diego, Cal.; the Palmer Tyre, Ltd., London; Frost-O-Lite Company, Indianapolis; Stewart-Warner Speedometer Corporation, Chicago, etc. The company's business in spare parts is so large that it may almost be considered a clearing house, supplying the greater part of China.

The Horse Bazaar's coachbuilding works, which were started many years ago, catered originally for the trade in horse-driven vehicles, but with the advent of the motor car, the works, as previously mentioned, were completely reorganised to meet the requirements of the times.

The company designs and manufactures complete bodies of any type and description, using materials imported, when possible, from Europe and America. Besides a long line of pleasure cars, from runabouts to luxurious limousines, the company has constructed prison vans, motor ambulances, and commercial vehicles, designed to meet the specific requirements of the purchaser. The bodies constructed by the company from wood, iron and canvas on the premises, are well known for their elegance and durability.

The company employs, besides its European and American administrative staff, a large number of Chinese, in all about 400 people.

Care Of Batteries More Than Half Prevention

Look To Electrical System When You Get The First
Warning; How To Tell Trouble's Approach

Sooner or later your electrical system will fail to charge the battery. When that happens your engine will begin to miss explosions, and shortly after will refuse to run. Before this calamity overtakes you there will be plenty of warning.

The lights will go down more than usual when the starter is used. They will brighten when you speed up the engine and grow dim when you slow down. These signs point to a weak battery and should not be disregarded. If you have been observant you will have noticed that the ammeter registered a low charging rate. This indicates that the generator is not charging as it should.

But the fault may be in the driver and not in the generator at all. If the starter or the lights are used too much the current will be drawn from the battery faster than it is being charged. So note that your battery gets the proper balance. If the car is run much at night the battery may not receive enough current. Run the engine more during the day time, so as to replace the current that has been drawn from it.

If the charging system has failed, due to some defect, have it attended to at a service station and have the battery charged immediately. Some owners prefer to charge their own batteries from the lighting system in the house. This is a practical method and one that will grow, especially where service stations are not available.

Special apparatus is required, but it is not expensive. It may be connected to any lamp socket using 110-volt current. This may be direct or alternating, the apparatus differing according to which current is used. For direct current a rheostat is employed, which brings the current down to the right amperage, usually 10 amperes for the average battery used on a starting and lighting system.

For alternating current a rectifier must be used to give direct current and to give the right amperage. The positive of the battery must be connected to the positive lead from the apparatus and the negative of the battery to the negative lead. This runs the charging current into the positive of the battery, reversing the chemical composition of the plates. Then when the change is complete charging is stopped and the current may be drawn from the positive in the usual manner. Before charging you must see that the electrolyte covers the plates. Nothing but distilled water should

ever be added for this purpose, and then only after the battery is charged. The electrolyte should cover the plates at least a quarter of an inch at all times. Having inspected and corrected this condition the filling caps should be removed to allow the gas to escape. Then adjust the amperage according to the capacity of the battery.

A discharged battery should start charging at one-tenth capacity. Thus a 100-ampere-hour battery should start at 10 amperes; a 60 ampere hour at 6 amperes. In an hour or so the hydrogen gas will start to come off very freely. This is known as gassing or boiling. When it gasses freely you diminish the charging rate one or two amperes. The battery will be fully charged when the electrolyte reads 1.275 to 1.300 on the hydrometer. This will take about ten hours.

The voltmeter reading will be about 7 V, but the hydrometer test is more satisfactory. If the voltmeter reads 7 V, but the electrolyte is low, it shows some acid has been spilled. This should be replaced, but only enough to bring the electrolyte to 1.200.

Even though an operator does not intend to charge his battery off the car, he should understand the process, because it will enable him to take better care of the battery in service.

U. S. TIRES SELL ON MERIT

Big Corporations Purchase Them On Efficiency Basis

At the Chicago Automobile Show a United States Tire Company official was asked what special qualities of salesmanship had enabled the company to acquire so much of the tire business of the great corporations of that city.

"It ought to mean something to the average motorist," he replied, "when he sees going down the street equipped with United States tires a motor vehicle of some of our good customers, such as Standard Oil, Armour and Co., Swift, and Co., Morris and Co., Wilson and Co. and Libby, McNeill and Libby."

"These concerns operate on a scientific basis, and even in such matters as the purchasing of tires they use all the knowledge of their experts and practical men, and when they decide on United States tires it is because they consider them to be good tires."

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Demands Of Women Drivers Met By Car Manufacturers

Control Made Easier; Adjustable Pedals And Seat
And Tops Do Not Require Masculine Aid

There are going to be more women drivers in 1919 than ever before, and one of the reasons for this is that cars are being made more like women desire them than ever. One of the greatest difficulties with cars in the past is that the controls have been laid out more for a man than for a woman, with the result that when a woman tried to drive she found herself put to a great amount of discomfort and generally had to resort to some means such as a cushion behind her back to properly manipulate the controls.

It is only during the last two years that the pressure on the clutch pedal has been reduced to such a point where it is an easy matter for any woman to properly work the clutch. Very often the reason that a woman clashed gears in shifting was simply because she did not have the strength to disengage the clutch all the way. In other words, driving was a feat of strength as well as of skill.

The cars of this year are an improvement in this respect. There are some makers who have gone into the matter of lightness of the clutch pedal to such an extent that it can readily be thrown out of engagement by simply pressing on it with the hand. Practically everyone has lightened the clutch pressure to some extent and this has been made possible by the use of the single plate and dry disk types, which require only a very short motion of the component parts to effect disengagement. Other types of clutch are now made in such a way that the same effect is secured and there is no longer much complaint in this respect.

Room For Improvement

There are other ways that cars have been or in many cases would be made better from the standpoint of the lady who drives. One of these matters is the more accessible location of the necessary tools. A very good place to put the tool kit is in the flap of the door and a car which has the tools carried in this place is always sure to find favor with the ladies. The reason for this is that it involves a tremendous physical effort, as a rule, to lift the front seat from its position and to get it back into place. There are many women who know how to make use of the ordinary tools to

make minor adjustments but who shrink from the idea of attempting to lift the heavy front seat to get at them.

The divided front seat is, of course, lighter than the continuous one and with these, the position beneath the front seat seems to work out quite satisfactorily for the tools. If the manufacturer will use foresight enough to think out what would be the most useful articles to put in the flap inside the front door he will be surprised to find how many women would be in favor of the car from that standpoint alone.

Another terror which has been removed from the lady who drives in the country by many of the car-makers is the extended use of the power tire pump. Visions of back-breaking work over a tire pump in case of accident on the road disappear with these tire pumps. In the first place, there is always a spare tire at least on the rim all pumped up and ready for use, and then, in the remote chance that two punctures may occur in the same day, it is possible with the use of the detachable, quick detachable rims now in use to rapidly put in a new tube which the engine power pump will inflate to the proper pressure in no time.

Butter Tops Nowadays

The top of today has been dwelt on in these columns before. The old joke of the one-man top that required three women to help put it up no longer holds true. The top of any car can generally be put up or taken down in two or three minutes at most. The side curtains can be quickly attached, and no one who motors in a modern machine need ever be afraid of mere weather, as the car has been rendered independent of it.

Cord tires have taken away the tire terror to a large extent. Where the fabric tires returned a mileage of 5,000 or less, except in exceptional cases, the cord tires are allowing their owners to travel 12,000 and 14,000 and even more with freedom from all kinds of trouble, except the accidental nail or piece of glass. Many have traveled 7,000 and 8,000 miles on the cord tires without a single change. The greater production of cord tires will probably eventually bring their prices down and prove to be one of the greatest boons

to automobilists that has ever occurred.

Positions of the levers and the other control features of the cars have been given greater attention from the woman's standpoint. She can now reach the hand-brake lever without a real effort and the shorter throw of the shifter lever necessary in changing gears has also helped to contribute to her comfort. The modern dash lay-out is much better from the ladies' standpoint, because all the instruments are brought so closely together that she can readily read them. It used to be the custom to string the instruments along a long dash plate, making it difficult to see them all. The combining of the instruments on a compact plate does away with this.

The foot room in the drivers' compartment is also better. It was impossible to rest the feet on many of the older cars because of the small pedal space. It was also a real effort to keep the foot on the accelerator pedal, due to the cramped position of the foot in driving. This has been very much improved by the better pedals that are now being used and by the practice of putting foot rests so that the foot is in an easy position where it will not become tired, even on long drives.

Adjustable pedals are used by many of the cars, and these, of course, are of use not only to women but to men also. It is impossible to design the lay-out of the driver's seat so that it is equally comfortable for a six-footer and five-footer. The adjustable pedal largely helps to solve the problem. On some of the cars the seats are also adjustable and are mounted on rails, so that they can be slid backward and forward, thus helping to compensate for height.

Billion A Year Lost Through Poor Roads

The Congressional report of 1914 placed the economic loss to the United States through poor roads at an annual figure of \$504,000,000 for transportation costs alone. The heavy increase in tonnage since that time probably makes the loss today close to \$1,000,000,000 a year.

Barney Oldfield Now Making Tires



Chicago, February 1.—Prominent among the developments of the automobile show which has just closed here was the formal confirmation of the rumor, current for several weeks, regarding the coming of a strong new element in the tire industry.

The Oldfield Tire Company, of which Barney Oldfield is president, casts its banner to the breeze during the show and launched an advertising campaign which demonstrates the sincerity of its purpose to give the big veterans of the business some new and enthusiastic competition.

While the new company bases its initial claim to attention on the fact that its tire was developed by the "Master Drivers" long series of experiments and tests, there is no disposition to rest there. President Oldfield was himself in attendance at the show, with headquarters at a local hotel, where other members of his organization helped him in the organization of a system of distribution.

In contrast with what might have been expected, the element of financing did not enter into the company's plans, Mr. Oldfield stating that the company is a closed corporation with

all stock paid in and a capital sufficient to handle a production of \$25,000,000 worth of tires in its first year.

Coincident with the announcement of his company, Mr. Oldfield announced his retirement from racing in which he has been for nearly twenty years an annual competitor.

"I took up automobile racing for the fun and the money I could get out of it," he declared during the show. "I've kept it up for the last five years only because it offered me the best chance about tires."

"If you've noticed, in all that time I've had almost no tire trouble and I for the testing out of some of my ideas ran the whole gamut of racing—dirt tracks, roads and speedways."

"There was a good reason for it. I was cashing in on my own ideas of the safety that I'd developed since my first accident when a bursting tire threw my front over and I lost control of my car."

"I started on this tire specially to save myself and my race cars. When I found how it was working out I followed with the natural application of the idea. The Oldfield Tire Company is the result."



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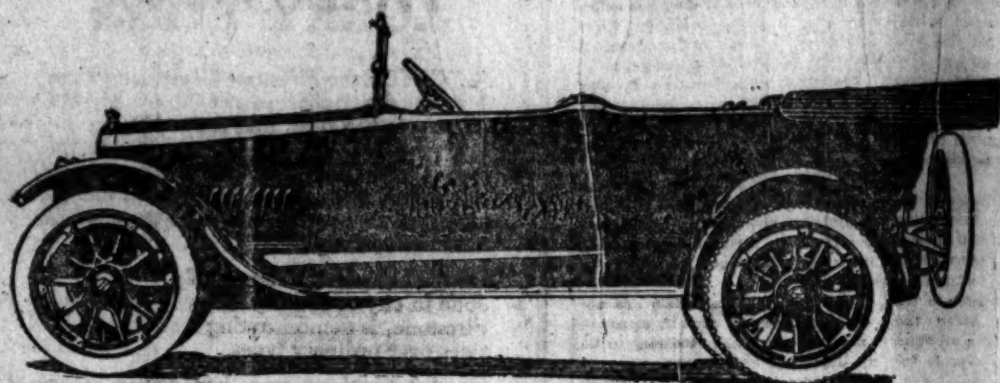
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THE CHANDLER MOTOR is the dominant feature of the Chandler-Six, and it has been developed to a point approximating perfection. Time has shown that a six-cylinder motor, correctly designed, gives all the power and flexibility of power that any motor can give; that it has life and snap and go; and that it offers genuine economy of operation.

Still, the CHANDLER-SIX is not simply a motor with a car built around it. The complete harmony of detail of construction, the perfect unity of the whole car, impresses even casual observers. The fine motor is mounted on an equally fine chassis, and on this chassis are mounted splendid bodies of various types.

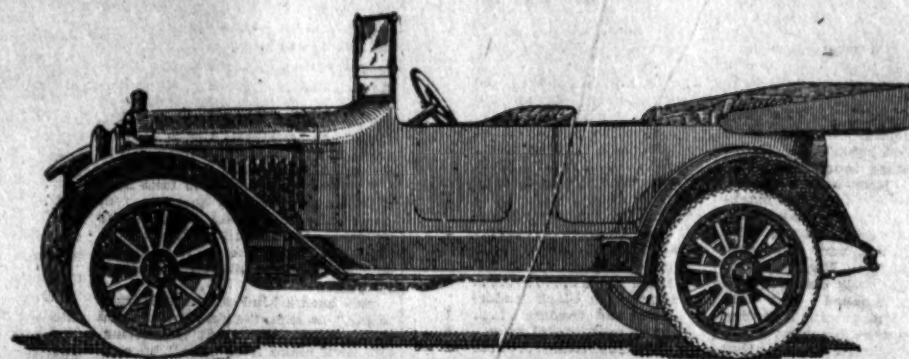
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appeals to the eye, to the senses, to the sound judgment of the experienced motorist, and to the keen discernment of the buyer seeking fine quality linked with honest price

We invite you to inspect our stock of
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We shall be delighted to demonstrate either of these cars. Arrange your own time.

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*"The Best Car of its Class
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When you purchase a Hupmobile you have the satisfaction of knowing that you have purchased a car which conforms to standards with which you are familiar. The best European practice in motor-car construction has entered just as much into the building of the Hupmobile as have the highest American standards. The makers have borrowed from Europe not so much to please their overseas patrons as to satisfy their own desire to adopt the best wherever they found it.

Power, Safety, Dependability, Performance, Comfort and Good Looks at Moderate Cost.

Hup Owners are satisfied owners: they write their views to the factory out of the fullness of their satisfied hearts.

THE 5-SEATER TOURING CAR

is equipped with electric starting system, five demountable rims, one-man hood, form-fitting hood cover, quick-acting storm curtains, special door curtain carriers, non-drip rain vision window-screen, speedometer, ammeter, foot and robe rails, exclusive Hupmobile tail light, variable dimmer on headlights, electric horn, jack, pump, and full set of tools.



We are agents for the following well-known British Cars:

NAPIER-SIX — CLEMENT-TALBOT — ROVER — STANDARD

The factories have been released by the Government and cars are now being manufactured. We expect to receive shipments within a very short time.

The Shanghai Garage Company, Ltd.

THE STAR GARAGE
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Owning and operating

THE EASTERN GARAGE
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Cars At Shows This Year More Colorful Than Ever

Few Exhibits Contained Only Stock Models And
Shadings Were Vividly Kaleidoscopic

Joseph's coat of many colors had nothing on the car color scheme at the New York Dealers' show. It carries on, to a degree never before seen, the color tendency which first made its appearance at the Boston show last year and was carried out still further at the Chicago show earlier this year. Getting away from the dignified and somber navy blues and blacks, the dealers have succeeded in getting together a really brilliant display.

There were some stately and dignified dark cars, but they were few and far between. Almost every display had at least one bright-colored car. Black and navy predominated for town cars, but a variety of blues, ranging all the way from pale blue National upholstered in pale blue satin, through a gamut of Belgian, royal, cobalt, electric, azure, Rolls-Royce and robin's egg, had a place on roadsters, touring cars and closed bodies. Reds and grays and combinations of gray and red marked the smart lines of speedsters. Unusual and various as the color combinations were, very few were offensive or glaring. Most of them were so harmoniously designed and so skillfully managed that they would not cause more than a passing glance. There were, however, a certain number of bizarre creations that would cause many a stare. There was for example, a Scripps-Booth orange sedan with the upper part a bright canary yellow. Other yellow, however, were smartly attractive, one a special Pierce-Arrow with a black underbody and fenders, and a canary Cunningham with black line trimming and natural wood fixtures. At the Maxwell exhibit there was a bridal car, all white, upholstered in bird and flower decorated cretonne. Even an orange Chalmers with its black top and fenders and an orange Kipling were daring without being glaring.

Open cars with cloth upholstery are practically things of the past, but slip covers show a decided gain in popularity. There were both Auburn and King open cars with cloth upholstery. A slight blue Auburn was done in the same color velvet and a violet King was finished in heavy French tapestry, and the side and back windows in the Victoria top had fringed draw curtains. In general, where leather upholstery did not show it was covered with slips to correspond or blend with the color scheme of the car.

A green Peerless had slips of tan with green stripes, and a slight green Reo was covered in gray and green. This general slip cover idea is not to be wondered at so much, as this being a dealers' instead of a manufacturers' show, such finishing touches were to be expected. If the popular trend is reflected in the colors of the cars at this show it promises a gay season for the roads. Reds, greens, yellows, oranges, grays, and all possible shades of blue offer all the variety that any one could wish.

Following is a tabulation of the New York Show's car color scheme:

Black	25
Red trim	3
White trim	1
Blue trim	1
Yellow trim	1
White	7
Green trim	1
Black trim	1
Cream white with brown trim and under guards	1
Cream white top with cafe au lait running gear	1
With natural wood spoke wheels	1
Navy	50
With black top	15
With gold stripe	1
With canary color wheels	1
With cream color wheels	1
With white stripe	1
Shades of blue	25
Belgian	2
Royal	3
Cobalt	3
Light	7
Fleetwood	1
Marine	2
Electric	2
Azure	2
Rolls-Royce	3
Robin's egg	1
Green	35
With black running gear and white stripe	1
Two-toned green gray, top light, lower part dark	4
Thistle green with red stripe	1
Brewster green	4
Light Peerless green with white upholstery	1
With black trim and white wheels	1
Dark olive with gold stripe	1
Peacock green with gold trim	1
Mist o' Marno green with gold stripe and gray slip covers with green stripe knuckle hub caps	1
Light green with black fenders and radiator	1
With red leather upholstery	1
Maroon	18
With tan upholstery	2
With gold trim	1
With blue trim	1
With green trim	1
With red trim	4
With black trim	7
With yellow wheels	1
With lighter disc wheels	1
Red	8
With gold trim	1
With black trim	1
With Circusdan Walnut stripe, tan upholstery, black fenders and white wire wheels	1
Brown	12
Khaki and army tan	5
Beaver with white lines	1

His Motor Truck Takes The Place Of A Pullman Coach

Wife Doesn't Line The Railroad,
So He Builds A House
On Wheels

New York, March 2.—Because he and his wife are adverse to riding on railroad trains, Anson P. Hirst of South Lancaster, Mass., and Orlando Beach, Fla., and Mrs. Hirst with their son, Cecil, are making the journey from South Lancaster to Orlando Beach in an auto truck that is fitted up with all the comforts of home.

The truck and the voyagers struck Portchester, N. Y., last week and laid over for a time while Mr. Hirst and his son tinkered around the car to remove some serious engine trouble that had developed. When the trouble is remedied the family will continue their journey. Mr. Hirst moved to Orlando Beach fifteen years ago to make his fortune and he says he made it.

But when he wanted to take Mrs. Hirst to Florida, she put her foot down and said nothing doing on the trains, so Mr. Hirst bought an auto truck, built a house on it with two bedrooms and a kitchen and started South.

"It's been a kind of rough journey so far," he says, "engine trouble and a few things like that interfering, but we'll make it or bust," he concluded.

Chandler Dispatch Finds Favor At Show

Production Soon To Meet Popular Demand For
This Model

One of the most attractive cars exhibited at the automobile shows was the Chandler Dispatch Car. This model had its first season in the market last year and was popular everywhere. Enlarged production this year will take care of many who were disappointed last year and of many who are placing their orders with Chandler dealers everywhere now.

A crowd surrounded and admired the Chandler Dispatch at the show throughout the day. With its low body, high radiator and hood, 22-inch wheels, and bright color effects, it is of the sporting type, but its name "Dispatch" tells the story—a car to "go get there" in a car for dependable service.

Metallurgy Plays Big Role In Motor Car Manufacture

Important Way In Which This Science Figures In
Making Machines Told By Hupp Official

"Few people understand," said Mr. C. D. Hastings, vice-president and general manager of the Hupp Motor Car Corporation, "the vital part that the science of metallurgy plays not only in the designing of the automobile but in its actual manufacture and service."

"At the Hupp factory every piece of material that is shipped into the plant has to undergo certain fixed laboratory tests as to its chemical, physical and structural qualities. These tests are based both on Government standards and our own experience before the material is accepted for manufacturing purposes."

"Nowadays, as many people doubtless know, the Government will furnish to any manufacturer a sample of almost any product he desires accompanied with detailed analysis of the material and sample which show an average standard and which give the manufacturer a working basis on which to check the correct proportion of his solution."

"Every piece of metal that comes into the Hupp plant is checked against the Government sample as a standard, and on its chemical analysis is based acceptance or rejection of the material."

"For instance the hardness of the steel is tested by two very interesting precision instruments. The surface hardness is tested by a scleroscope, a miniature tap hammer which is dropped from a fixed height to the surface of the metal. After the little hammer is dropped its rebound to a figure on an arbitrary scale indicates the hardness of the metal. The scale shows the corresponding figures in points of the elastic limit of the material."

"While the scleroscope proves the surface hardness of the metal, it does not indicate the weakness or strength of the interior structure. For this purpose another instrument is used—the Brinell—a hardened steel ball, ten millimeters in diameter. The material to be tested is applied to this ball with a load of 6,000 pounds, and the indentation made by this load is discovered by measuring it with a microscope. The results show the tensile structure, all the way through the metal. This test is applied to gears, connecting

rods, cam shafts and to all the high duty parts of the car.

"Each of these laboratory tests is subjected to a recheck. For instance, if we find that a piece of metal coming in from the laboratory conforms to the Government standard, we send it back for another independent test to make sure that the analysis is 100 percent correct. In either case each respective piece is checked with an arbitrary number so that the tester does not know whether he is making the original or final checking."

"In this way we make sure, for instance, that the element of carbon—which is the basis of all steels—is sufficiently free from the impurities of phosphorus, which weakens the properties of steel against shock, or sulphur, which makes the steel brittle. In the same way we know whether each piece of steel has sufficient alloy or nickel to toughen it or chrome to harden it or vanadium to scavenge the steel of its impurities."

"In this connection we receive daily reports and a complete history from the time they leave the factory at the source of the high duty parts of the car."

"Each piece of material or part has a laboratory number with a complete analysis attached, and in the inspection of these parts each part must check up with our standards of analysis."

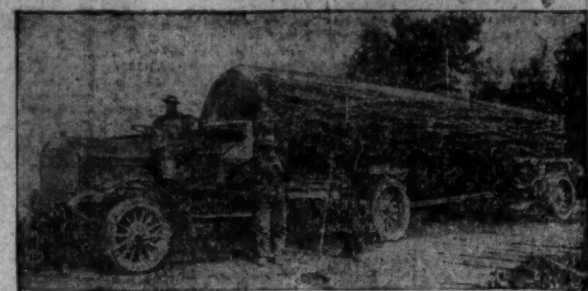
"On this basis materials are accepted or rejected, even if, as sometimes happens, it is necessary to tie up the shops temporarily for the lack of some essential material which does not conform to our rigid manufacturing ideals. This process is in effect not only for the parts that go into the actual manufacture of the car, but also for the parts which are reserved for dealers' and consumers' service."

"Naturally this inflexible system of rigid inspection requirements has a tendency to increase the price of the materials that go into the Hupp mobile. On the other hand, we save money in the long run, due to the fact that on account of this exacting care in the building of the car, our service replacements are fewer, and

it is particularly profitable to us in the end because of the decreased upkeep and increased satisfaction to the owner after thousands of miles of use."

"While it is always our aim to increase the volume of production, our first and foremost efforts are directed toward keeping up the quality of our standard, for we know that by this

means only will we be able to keep up our reputation for long lived service and enhance the prestige that inevitably means repeat orders, and repeat orders rather than first sales are the only permanent foundation on which the Hupp Motor Car Corporation proposes to continue to build up its hard won reputation."



Firestone LORRY TYRES

NOTICE the Firestone Giant Lorry Tyres on the trailer in the above picture. These are the tyres that are doing the big work under difficulties everywhere. In this case 42x12-inch Giant Tyres have carried this tremendous load through soft, marshy places. A task which dual equipment could not have accomplished.

Everywhere that there is big work to be done in city or country this tyre, exclusively Firestone, is demonstrating its many advantages over ordinary tyres.

Greater traction, smoother riding, more protection for the lorry and its mechanism, more comfort for driver, extra wear. No matter what your lorry tyre needs, we have a Firestone Tyre especially adapted to any road, load or condition of service.

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2A JINKEE RD. SHANGHAI

Firestone Tire & Rubber Co., Akron, O., U.S.A.



**"Never put off till to-morrow
what can be done to-day!"**

In the case of automobile-owners, this axiom particularly applies, for it is
To-day an accident may happen.

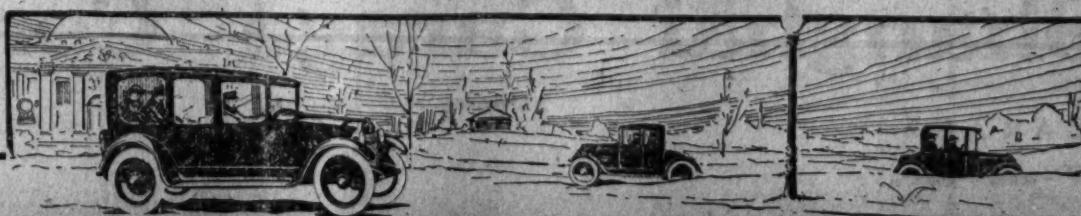
Unless protection has been secured in the form of an

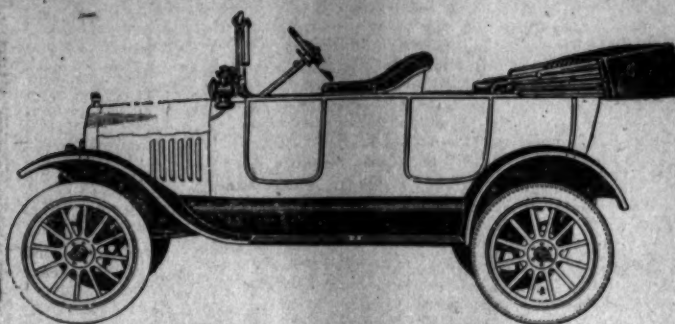
X. S. POLICY

TO-MORROW may mean the footing of a big bill for repairs, replacing a destroyed car, or the payment of a substantial third-party claim, etc.
DELAY IS DANGEROUS—TAKE OUT YOUR POLICY TO-DAY.

Write for Prospectus, which gives full information, to

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Your motor car is always ready to take you down to the office, or bring you back; to go to the club, Kiangwan, round the Rubicon, or to your police station if you are a "Special"; to take the children to school or out for an airing; to take your wife shopping or paying calls; to take you both to the

theatre or for a spin in the fresh air after the day's work is done.

The motor may be called upon whenever anything is wanted in a hurry. It helps you conserve your energies and time for productive work, and enables you and your family to accomplish more with less energy.

You surely feel the need of a

FORD TOURING CAR

The First Cost is Low

Running and Upkeep Expenses are Low

The Car is Smart, and Comfortable to ride in

We have just received a small shipment. You should buy NOW if you want one, as this warm weather has increased the demand for open cars.

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American Made Tractors Are Now In World Demand

In Use In Many Countries; Over 150,000 Now In Operation In United States

The growth of the American tractor industry has been remarkable, writes a tractor expert in the New York Times. In 1912 there were only 11,000 tractors manufactured in the United States. By 1918 the total output approximated 150,000. From present indications it is predicted that in 1920, over 300,000 tractors will be in use in America. The potential tractor market in the United States exceeds 1,250,000. By this is meant that there are farms in the United States which can be far better and more quickly worked with less labor and greater returns with tractors than without. The number of tractors to meet this demand would total over one and one quarter millions, not including replacements. This staggering figure does not include the demands of Europe, Asia, Africa, or South America. These estimates seem all the more remarkable when one considers that they are the outgrowth of only a few years' development. So-called quantity production of the one-man tractor, pulling a two-bottom gang plow, was reached in 1914. The tractor today is recognized as of fundamental importance in motorizing the farm. The methods of the past are unsatisfactory and inefficient in these times of progress when the farmer must face radical changes in production. The tractor has no rival when it comes to both extensive and intensive cultivation. Since colonial days, the motif of American agriculture has been extensive, rather than intensive, farming, and this will doubtless continue to be the standard of our crop production until some distant time when the density of population may force some other course upon our posterity.

America has attained her eminent position among the nations of the world, because her system of agriculture releases two-thirds of her population to other activities, while Europeans—exponents of intensive farming—are, in a measure, serfs to the soil. Expansion of acreage per man has been the mother necessity behind the evolution of the farm tractor. As the agent of extensive farming, the farm tractor performs its greatest function, placing the farm on the same economic basis as other industries when mechanical efficiency is substituted for obsolescent human labor.

As a result of his quick adaptation to power farming machinery, the

American farmer stands today the greatest individual food producer in the world. When we speak of power farming machinery, our minds naturally revert to the tractor, which in reality is the farmers' portable power plant, easily performing all nature of work hitherto left to man or beast. The most striking characteristic of the tractor is its efficient versatility. The enormous quantity of work of varying nature it can do at such small cost makes the tractor the greatest farm machine of all time, and an economic necessity where increased production is desired at a saving in actual labor and expense.

At present Illinois leads the Union possessing more than 6,000 tractors. Kansas is a close second, with Texas, Iowa, North Dakota, Ohio, and Missouri following in their respective order. These seven States have a total crop valuation of \$4,126,594,000, using over 30,000 tractors on 22 per cent of their entire acreage. Can there be any doubt as to the future of the tractor industry after the potential market offers such opportunities in only seven States? The total crop valuation for 1918 is estimated at \$21,000,000,000; the total live stock at \$8,000,000,000 for the same period. Here is a total of \$29,000,000,000, representing the money value of one year's output of American farms. Is farming our biggest business? Let the above figures answer.

Anything that produces more crops in the same time, or which reduces the hard work which the city fellow usually associates with agricultural pursuits, is of importance to every man, woman, and child in our land. With improved farming methods the natural order, our farm folks will be more prosperous, more contented, and more proof against the lure of the city. The tractor has something more back of it than drawbar or belt pulley power; it is gradually revolutionizing the countryside. Give the tractor a few more years—then take an inventory of the results.

Considering the cost of horseflesh—even with the demobilization of horses used for war purposes causing a lowering of the price—the tractor has it all over the one-time old reliable of the farm. It requires five to six good horses and two two-bottom gang-plows to accomplish as much as a light, one-man tractor. But it is not the primary cost that counts so much; there is the bother and trouble that horses mean, that is saved when

a tractor is substituted and the farm is motorized.

American tractors were favorably known in Europe before 1914, but the war resulted in thousands of tractors being shipped to England, France, Italy, and other countries of the Old World. Domains and estates of the gentry were cultivated day and night to defeat the German U-boat program. The late Lord Rhonda, Food Controller of England, is quoted as saying that American tractors saved England from starvation. "We all know how tractors—as armored tanks—enabled the British to break the Hindenburg line before Cambrai, and later brought about the debacle which hastened the retreat of the Kaiser's armies from French soil. In far-off Mesopotamia, the American-made tractor was an important factor of military value in defeating the Turks."

Now with peace assured, the ancient granaries of the Near East will see tractors from America in practical, every-day use in their fields where for centuries the primitive wooden plow was the only implement used. A merchant from Bagdad is now representing several American manufacturers. At Basra, the Port of Bagdad on the Persian Gulf, facilities are ready to handle immense importations of American-made farm machinery, principally tractors. In Asia Minor, the tractor is helping the descendants of the Prophet garner more wheat than prayers and oxen ever made possible before. In Mesopotamia, where the landed General Maude blazed the trail for democracy, tractors are seen in ever increasing numbers.

American manufacturers, in order to meet the export demands efficiently, are studying foreign conditions—eliminating certain parts, adding other features, so the American tractor can be used satisfactorily under the varying climatic and topographical conditions of the different countries. As a result, American-made tractors are being used as efficiently on the uneven Piedmontese ground of Italy, the lava fields of Hawaii, the sandy wastes of Algeria, or the barren steppes of Russia as on the fertile prairies of Kansas. In the cultivation of grain, cotton, sugar cane, vineyards, rice—practically every form of vegetation cultivated in civilized countries. At the present time economic necessity is forcing the use of the tractor, but by the time the present crisis is past American-made tractors will be firmly established throughout the world.

CHEVROLET PRICES DOWN

The Chevrolet line for this year includes the Chevrolet One-Ton Truck.

The latest prices on this truck, which represent a material reduction, are:

Model "T" truck chassis, \$1,325; with express body, \$1,460; with express body and eight post top, \$1,545. All prices on all models are f. o. b. Flint, Mich.

Good Roads In The Orient Mean Greater Prosperity

Expert Writes Of Rise Of The Motor Car In The Far East

Good roads in the Far East mean prosperous communities. Their absence does not precisely mean lack of prosperity; rather, sometimes, merely lack of enterprise. But where a motor car may run, there a dealer in such cars may reasonably hope to do business in his product. The United States, we are told by Lynn W. Meekins, in his department of "World Markets for American Manufacturers" in The Scientific American, is in a position to sell motor cars throughout the Eastern world, and more than one firm is conducting a scientific campaign to bring the American automobile to the attention of the East Indian, the Chinese, and the Japanese. Transportation is high, but for this reason, Mr. Meekins tells us, orders are likely to be for the higher grades of car. He writes:

"The man who drives an automobile through such 'trade lanes' as the intersections of busy streets in New York and Chicago has little to worry him compared with the operator of a motor-vehicle in the Orient," said an automobile expert recently. "In China and in Japan, the good roads are practically limited to the large cities, where there is such a mass of slow-moving vehicles and pedestrians that it is hard work sometimes to pass a snail. Although the rural visitor to New York may jump half-way out of his shoes when the piercing sound of a motor horn strikes his ear, the resident of Tokio pays no attention to such sounds—he has the right of way."

"For city use in Japan, the closed car is preferred, chiefly because the Japanese lady doesn't wear a hat. Her hair has been painstakingly combed and she shuns a breeze. Other features favoring the closed car in Tokio are the clouds of dust in summer. Not that open cars have no sale. They meet the demand for country travel and are popular with the foreign residents."

"With more than \$1,250,000,000 capital invested, the American automobile industry is second only to steel in the manufacturing field. Export business is vitally necessary for its continued prosperity, and there is a steady increase in the number of motor companies entering foreign fields. One of the best known manufacturers in this line is conducting a scientific sales campaign that is placing his products in the world's most profitable markets. He is sending high-calibered representatives to make systematic studies of the needs of his prospective customers. These men are supplied before they leave

the United States with all the information that is obtainable here. They start out with a fair knowledge of general conditions in the countries to be visited, with particular emphasis upon road systems, fuel costs, and the purchasing power of the people. The motor vehicle has to have something more than a foot-path to travel over; gasoline, or an equally efficient fuel, to keep it going; and a regular expenditure to maintain it.

"Good roads and prosperity usually go together in the Orient as well as in other parts of the world. They are found especially in the Philippines, the Straits Settlements, the Federated Malay States, and the Dutch East Indies. Last year the Philippines enjoyed the largest trade in their history. The natives are the principal buyers of motor cars, and they prefer small, lower-priced machines. In Manila most of the establishments that used to keep horses and vehicles for hire now maintain motor cars for rent. A motor bus line is projected, and if fuel costs do not decrease, the company operating these buses will import gasoline from the United States in its own sailing vessels."

"There are more than 3,000 miles of improved roads in the Straits Settlements and in the Federated Malay States. This region is well off financially because its raw materials—mainly rubber and tin—were needed for war purposes, and they are also important in time of peace. Purchasers of automobiles (and this statement applies equally to buyers in the Dutch East Indies) are interested in cars of the better grades. Freight rates to these countries are high, and the man who buys an automobile thinks he might as well have a good one, because a considerable part of his investment is spent on transporting the machine from the United States."

Cadillac Cars Serve On Paris Mail Runs

Not the least of the examples of Cadillac dependability in France was the performance of a number of Cadillac cars used to relieve the railroads on a French mail run out of Paris. The length of the runs varied from 150 to 200 miles. These cars effectively demonstrated their endurance in making the runs day after day and month after month, averaging fifty-five miles an hour.

THE Shanghai Horse Bazaar & Motor Co., Ltd.

—Established 1851—

begs to inform its customers that a number of open and closed cars are now at their disposal for hire

CHARGE:

Four Dollars per Hour

MINIMUM CHARGE:

One Dollar 50 cents

No special service as office-trips or tiffin-trips.

For hire of cars please

Telephone to West 1213 and 1202



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A THOUSAND and one details, only apparent as the user better knows his lorry, contribute to Denby superiority. Most ton-miles per gallon is fast becoming a slogan of an army of Denby users in every clime under as many different haulage conditions.

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Remember, the Dunlop Company made the first pneumatic tyre ever marketed, and they have built up a world-wide business by supplying the public with genuine tyres at competitive prices.

DUNLOP

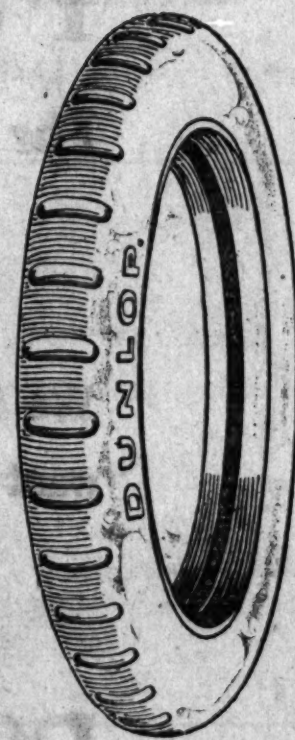
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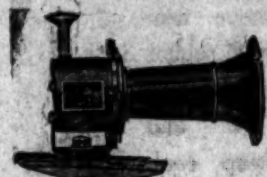


The Shanghai Horse Bazaar & Motor Co., Ltd.

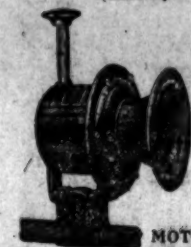
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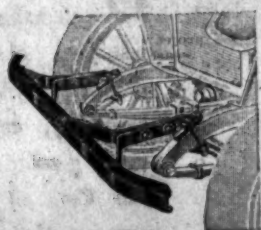
WARNING SIGNAL
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MOTOR-CYCLISTS' WARNING SIGNAL



MOTOR-CYCLISTS' SPEEDOMETER



AUTOGUARD



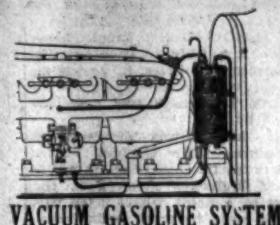
V-RAY SPARK PLUGS



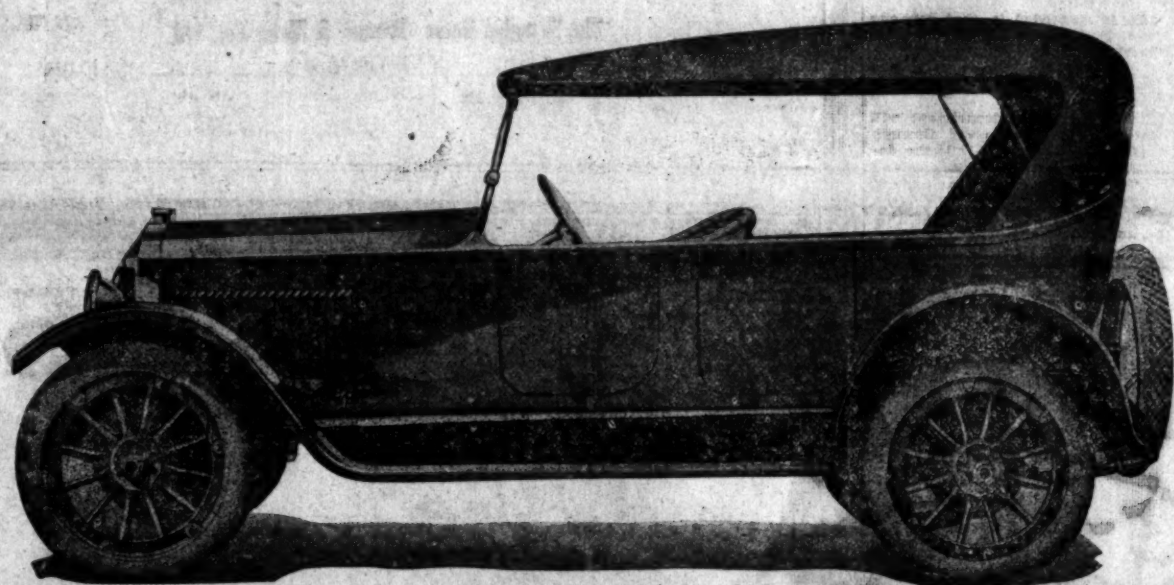
MOTOR-DRIVEN WARNING SIGNAL



AUTOMOBILE SPEEDOMETER



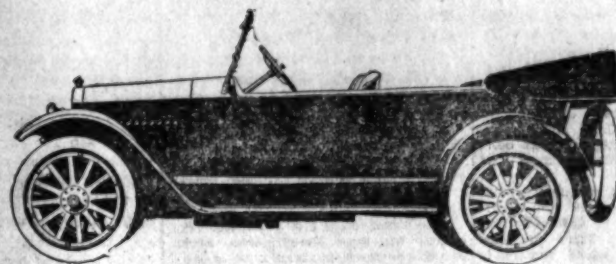
VACUUM GASOLINE SYSTEM



"SCRIPPS-BOOTH" Touring Car

Six-Cylinder — Five-Passenger

The ideal family car for those who desire to purchase a Six-Cylinder Car which is silent, flexible, economical, and at the same time, of elegant appearance.



"STEARNS-KNIGHT"

Touring Car

for the fastidious owner
who desires the acme of
COMFORT — LUXURY
and
MECHANICAL EFFICIENCY

Studebaker

For particulars of these popular cars, see our announcement on the front page of this issue.

SAVAGE TIRES

are made of the best materials that can be bought, in the most careful and workmanlike manner, in a factory whose motto is

Quality first, last and always

SAVAGE PLAIN TREAD

Generous size, neither too much nor too little, characterizes this tread; it is proportioned exactly right to produce a perfectly balanced casing. It possesses exceptional tensile strength, resiliency and long life.

SAVAGE GRIP TREAD

Gives double safety on account of the triangular depressions, which make a very efficient tread of the vacuum type. The sturdy 45 degree diagonal ribs greatly reinforce the side walls of the ordinary safety tire. You get two safety treads for the price of one tire.

No road too savage for Savage Tires

S
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S
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When you need a new storage battery, there are two vital things to be considered, the *quality* of the battery and the *service* back of it

THE PREST-O-LITE BATTERY

From the standpoint of efficiency, longer life and faithful service, has a character all its own. It is a battery of the highest quality, scientifically designed to insure the utmost in power, capacity and long life, backed by a character of service which motorists have never, heretofore, had the privilege of enjoying.

Your next Storage Battery should be a PREST-O-LITE.
There is a correct size for your car.

The Shanghai Horse Bazaar & Motor Co., Ltd.

West 1213

GARAGE TELEPHONES

West 1202

Republic Truck Company Is Largest In The World

Firm's Factories Most Modern And Biggest In The Trade—Manager Sees Banner Year

Developments in the motor truck industry have come thick and fast during the last two years, and more especially during the time this country was carrying on the grim business of war, says H. F. Hart, general sales manager of the Republic Truck Co. But this development is not altogether surprising to those who have nursed the growing industry, confident that the motor truck would ultimately win the confidence of the business men of America.

The optimism of the truck manufacturers who have held on and handled their business carefully has not been misplaced. True, the war and the great use to which the truck was placed in connection with the war brought results, and the freight congestion at the great terminals and the necessity of providing transportation for merchandise to assist the railroads did much also to emphasize the value of the truck.

The economic status of the motor truck as a means of transportation is now permanently established. The motor truck has now "arrived"—it has received its baptism of fire and covered itself with everlasting glory. There can be absolutely no doubt about that. Now as we swing into the great and busy year ahead of us, the demand for reliable trucks of all capacities exceeds every expectation, and the only question the industry has to meet is that of delivery in quantities desired.

Big Foreign Demand
It will probably be some months before the production of motor trucks can be speeded up to take care of the big demand, both foreign and domestic that now faces us. Some manufacturers, however, who, like ourselves, have been working on huge Government contracts for standard war trucks, will be able to convert their facilities to a peace time basis very readily.

Quantity shipments of Republic trucks are now being made to dealers with every prospect that our production of all models will be greatly increased from day to day. There is every indication that 1919 will be by far the biggest year in the history of the Republic institution.

And, speaking of big production, it is interesting to note that the Republic Motor Truck Company, Inc., are the largest exclusive builders of motor trucks in the world. Starting five years ago from nothing, Republic last year built and sold over twice as many trucks as were made by the second largest maker. Of course, a success like this does not merely happen. It is the logical outcome of two things—a dependable truck and a dependable service organization behind that truck.

There are to-day more than 50,000 Republic trucks doing satisfactory duty in the United States and twenty-

seven foreign countries. Yet, little more than five years ago, the first "yellow chassis" Republic truck was put on the road.

Cover Twenty-Five Acres

The Republic factory at that time was just a small crossroads workshop, and the first year's production totaled but fifty-four trucks. Now, on the site of that little shop, thanks to the genius of Ruggles, the president of this institution, and to the sterling high quality of the trucks he produced, there stands the largest motor truck factory in the world.

And these great Republic factories, spread out over twenty-five acres, are of the most modern type of steel and reinforced concrete construction. Republic now has its own motor plant, its own armored radiator plant, controls the internal gear drive, which has been such a factor in Republic pre-eminence, and produces many of the wide range of bodies with which Republic trucks meet every need of hauling.

Concentration is perhaps the best word to use in describing the cause of Republic's marvelous growth. Republic builds nothing but trucks. We have never produced a passenger car. We prefer to be known as truck specialists and insist that our engineers specialize on trucks and trucking problems. That is why, then, that a truck designed by Republic engineers combines all the advantages possible for engineering minds to conceive. It must be not only scientifically correct, but commercially perfect as well.

Dodge Landaulet Has Every Detail

Special Model Displayed At Recent Shows Won Much Admiration

The special Dodge Brothers Landaulet, which was exhibited at the recent automobile shows, was very popular among showgoers of this season.

It is thoroughly planned in every detail. The outside compartment for the driver is spacious and systematically arranged, and the upholstery is of serviceable and extra-heavy leather. A waterproof covering may be used to protect the driver in stormy weather.

The interior has been given every consideration for beauty and comfort. The top is so arranged that it may be folded back, thereby enabling the owner to have in pleasant weather every advantage of an open car.

War Gives True Test To The Motor Car

Automobile, Following World Conflict, Is Now Generally Recognised As A Necessity

At this early date it is impossible to accurately gauge the effect of the war upon the automobile. Events are moving so rapidly that we are conscious of only the general impression of change; comprehension of the great mass of detail is impossible. The fact that strikes us most forcefully in regard to the motor car is that people the world over have for the automobile and the motor truck a new regard.

Before the war the motor car was thought of as a pleasure-giving, luxurious machine; today it is an essential, contributing in numerous ways to the needs of humanity. It is true that some half-hearted developments in its possibilities as an essential were in progress before the war, but to the great majority, the automobile was a pleasure-giving vehicle for the man of wealth. A surprisingly large number of people regarded the passenger car as a pleasure vehicle whose field of activity was confined to summer touring, week-end trips to some spot far from the railways, and mid-night "joy-riding."

The view was much more common in the large centers of population than in the rural districts. The business man living in or near the small town had for years appreciated the value of his car as a time saver in going from one place to another and the farmer had long been carrying his produce to market in his car.

The war has done more than any other one factor in the history of the motor car to increase the number of people who regard the automobile as a necessary part of their everyday existence. On the one hand, railroad congestion and curtailment of passenger service was prevalent during the war, and owing to the great uncertainty and inconvenience of railroad travel, hundreds of motorists were forced to make continuous use of their cars. Again, war made imperative the speeding up of industry in every part of the world. Man and machine must move and work faster. The existent means of transportation were not equal to the strain and thousands of motor cars were pressed into service.

New ways to use the automobile and the motor truck to advantage and with profit were discovered day after day because the great necessity of war had driven men from the long established path of habit. Since that time the stimulus—a great necessity—has passed, but today we find increasing numbers of motor cars operating with marked success in direct competition with all other carriers.

In a recent interview with forty-two users of motor trucks in Amer-

ica operating over routes ranging from 20 to 555 miles one way; thirty-six expressed themselves as unwilling to go back to the old service under any condition and only one of the entire number was dissatisfied.

The rapidity with which the passenger car is being placed upon a utility basis is strikingly shown by recent figures compiled in Canada as to the number of cars in the Dominion and their uses. It was shown that from 67,415 automobiles in use in 1914 the number has been increased to approximately 250,000 at the present time and that of this entire number 90 percent were purchased as a business investment and are regarded as an everyday necessity.

A natural effect of the war was the curtailment of the automobile industry the world over. In many countries, notably England and France, the production of motor cars for civilian use was entirely stopped. In America production was first voluntarily cut 30 percent. Later came a reduction of 50 percent, followed, a little later, by reductions to even lower levels.

With the ending of war, most of the restrictions on production were lifted. It will necessarily take some time to readjust factory and industrial conditions. The industry, however, is already gradually working back to a pre-war basis of full production.

The after-the-war cars are meeting with a different reception than those produced four years ago. Instead of a luxury, the buying public today rightfully view the motor car as an investment and as an everyday necessity.

GARFORD CO. EXPANDS

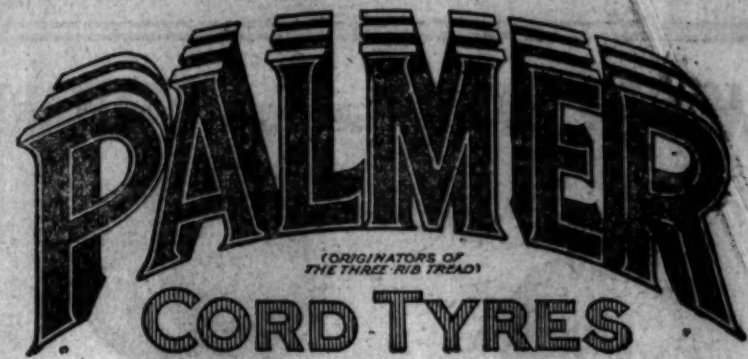
Two New Departments, Headed By Efficient Men

The Garford Motor Truck Company of Lima, Ohio, in keeping with its progressive policies, is preparing for the future by expanding its organization to include two new departments.

First, the highway development department. This Garford enterprise has for its object the improvement of highways throughout the country to a point where they will prove an asset to every community. S. M. Williams, a pioneer in the "Good Roads" movement, heads this new department. Mr. Williams formerly was general sales manager of the Garford Company.

He is succeeded in that capacity by J. F. Bowman, a man of wide experience in the motor truck field. Mr. Bowman for several years was director of sales for the Federal Truck Company.

The second new department will deal with extension work through the Garford branches. It is the department of branch supervision and has for its purpose the development of greater service to truck owners. T. B. Pegg is at the head of this department.



BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshaws, Motor Cycles and Aeroplanes.

THE PALMER TYRE LTD.

119-123 Shaftesbury Avenue, W. 2.
London, England

The Shanghai Horse Bazaar & Motor Co., Ltd.
SHANGHAI



MOBILOIL

A Grade for Each Type of Service

The various grades are named:

GARGOYLE MOBILOIL "A" GARGOYLE MOBILOIL "B"
GARGOYLE MOBILOIL "BB" GARGOYLE MOBILOIL "E" GARGOYLE MOBILOIL "ARCTIC"

Obtainable at the principal Garages

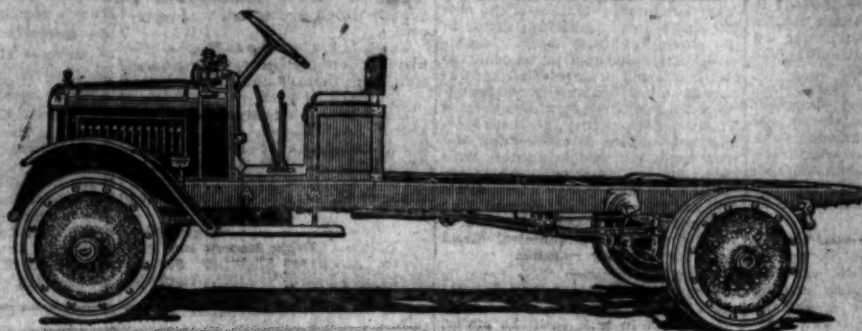
VACUUM OIL COMPANY

No. 1 The Bund

K. T. C. SPECIALS

THE KLAUBER TRADING CORPORATION

THE KLAUBER TRADING CORPORATION



Republic Quality

7
Models
3/4 ton to
5 ton

Republic Trucks are quality trucks through and through. From the moment they are designed by Republic engineers who specialize on trucks and truck problems to the time when paint and varnish is applied, quality is the one thought in mind.

All material is tested and re tested physically and chemically to make doubly sure that it is of the highest quality and strength. Every part is over-size and over-strength and of the type best fitted to perform the work required of it. High standards of workmanship are rigidly adhered to in every manufacturing operation and every truck is extra-tested to prove its ability to stand up in the most strenuous service.

It is this strict insistence on quality that has made Republics give uniformly satisfactory service to their owners. And it is quality and service combined that have created the phenomenal demand for Republic Trucks. Republic produces and sells more than twice as many trucks as any other manufacturer.

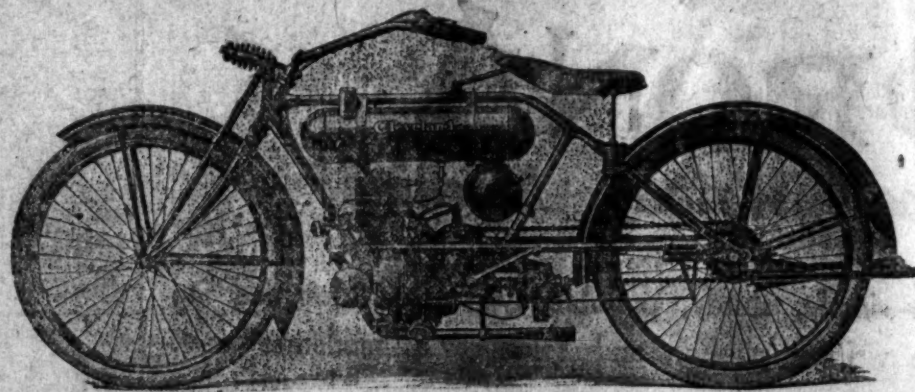
We would like the opportunity of telling you more about this remarkable Republic record.

SOLE AGENTS

THE KLAUBER TRADING CORPORATION

21 Foochow Road

Central 2403



THE CLEVELAND MOTORCYCLE

Essentially a war time vehicle. Embodying those principles of design that provide the utmost efficiency in performance, and economy of operation. The Model represents four years of concentrated engineering efforts, standardization of parts and refinement of construction. It is saving time for busy men everywhere, and conserving fuel for fighters over there. Built to give service—and does it. The CLEVELAND is the only motorcycle employing straight-line worm-drive for transmission of power from engine to rear

wheel—an exclusive, protected feature. The simplified, sturdy design of the CLEVELAND, its lightweight mobile qualities, and extremely long mileage on fuel, form a permanent solution to the transportation problem.

Dealers everywhere recognize in the CLEVELAND a final answer to the call of the tradesman, commuter and pleasure-seeker, for a vehicle easy to handle, simple to operate and economical to run.

The CLEVELAND is in every respect the universal Motorcycle.

Sole Agents

The Klauber Trading Corporation

21, FOOCHOW ROAD

Why Vacuum Cups Are a Necessity

Every new mile of hard, smooth pavement increases the necessity for

Pennsylvania VACUUM CUP TIRES

For on such pavements—hazardous, treacherous when wet or greasy—the heavy Vacuum Cups are *guaranteed* not to skid, else tires returnable at purchase price, after reasonable trial—a riding safety *guaranteed* by no other make of tires.

And it is no uncommon occurrence for Vacuum Cup Tires to average considerable in excess of the service for which they are *guaranteed*—per warranty tag—of

6,000 Miles

SOLE AGENTS

THE KLAUBER TRADING CORPORATION

21 FOOCHOW ROAD, SHANGHAI

CHEVROLET

Models F. A. and 490

LOW FIRST COST

combined with its low cost of upkeep, makes the

CHEVROLET THE IDEAL CAR

Demonstrations from the

SOLE AGENTS

The Klauber Trading Corporation

21, Foochow Road, Shanghai

THE KLAUBER TRADING CORPORATION

IMPORTERS & EXPORTERS

21, Foochow Road, Shanghai

Branches: Kobe, Shanghai, Dairen, Changchow, Harbin, Vladivostok, Irkutsk, Tomsk.

Head Office: New York.

What The Spark Lever Is And What It's Meant To Do

Unless One Knows Control And Management Of
This Part Of Machine Good Results Are Impossible

On practically every car, and generally over the steering wheel, there is a small lever called the spark lever. Almost every driver understands that this lever is moved to a certain position when starting the engine and to another position after the engine is running, but it is doubtful if many persons understand why the lever is moved. Questions concerning the spark lever indicate that many think it is moved to give a hotter spark, or more sparks. Others think that retarding the spark shuts off the spark entirely.

The spark lever is for the purpose of controlling the time at which the spark occurs with relation to the position of the revolving crank when ignition takes place and power is generated. It is desired to have the spark occur at a definite point in the revolution of the crank when the piston has stopped going up in the cylinder and is ready to start down again.

To make this clear, it might be well to explain the cycle of the ordinary automobile engine. It is called four-cycle or four part cycle, because the operation is divided into four parts or strokes—suction, compression, power and exhaust. On the first part, starting with the piston at the top, the crank draws the piston down throughout the length of the cylinder and it sucks in a charge of explosive mixture—gasoline and air.

Further revolution of the crank after the piston has reached the bottom of the cylinder drives the piston up and compresses the mixture into a space at the top of the cylinder. Varying in different motors from one-fourth to 1 inch in depth, depending upon the shape of the combustion chamber. Assuming that the crank has been revolving clockwise, or right-handed, the spark should occur after the piston has reached the top of the cylinder at the end of the compression stroke and has started to move down again a fraction of an inch. This insures the continuing motion of the crank in a right-hand direction by the power generated by the burning gas mixture.

When the piston nears the bottom of the cylinder on this power stroke the exhaust valve opens and remains open until the piston has reached the top of the cylinder once more on the exhaust stroke. Then the inlet valve again opens and a fresh charge is drawn in as the piston travels down in the cylinder. If the spark should occur near

the end of the compression stroke, when the piston still was traveling up, the crank would be in such a position that the force of the explosion would drive the piston backward and revolve the crank counter clockwise, or left-handed. This is known as a "kick-back," and has been responsible for many broken wrists. Therefore, when starting the engine the spark lever is placed at full retard, so that when the spark occurs the piston will have traveled down a little way, carrying the crank on in the right hand direction.

Power is not generated the instant the spark occurs. It takes a short time—only a fraction of a second—for the gas to burn sufficiently to expand and give pressure. When the engine is cranked by hand it turns over so slowly that there is very little movement of the piston from the time the spark occurs until the pressure is obtained. When, however, the engine is running under its own power the speed is great enough to let the piston travel a short distance between the time of the spark and the pinhead of pressure; and when the engine is run at high speed the piston will travel half the length of the cylinder before pressure is produced. If the spark occurs with the piston at the top of the cylinder, this would mean loss of power and waste of gasoline, as pressure would be maintained for such a short part of the stroke.

For this reason when the engine is run at high speed the spark lever is moved to an advanced position. This causes the spark to occur when the piston still is traveling up on the compression stroke, but because of the speed the piston has reached the top of the stroke and is ready to travel downward before the pressure is generated. When the engine speed is to be increased the lever is to be moved gradually to the advanced position, while the throttle is opened wide, or the lever may be placed at "advance" immediately and the throttle opened gradually.

In general the spark lever is placed at full retard when the engine is to be started and is advanced directly in proportion to the speed of the motor—speed of the motor and not of the car—the exact point being determined by the power which the motor develops and the absence of knocking in the engine. That is, if the spark is too far advanced the engine will knock and lose power; if it is too far retarded

the engine will not give full power, either.

Another point which enters into the position at which the spark lever should be carried and which is not generally understood is that the spark cannot be so far advanced when the throttle is wide open as when it is closed or nearly closed. This is due to the fact that with the throttle wide open a greater amount of mixture is taken in. When compressed it has a higher temperature—to a point where it is almost self-igniting. The result is very rapid combustion. Often it will be found when climbing a hill that a knock in the engine may be overcome by closing the throttle slightly instead of retarding the spark.

It requires a little experimenting to determine just the position of spark lever and throttle at which the greatest power may be obtained under varying road conditions. This is something every driver should study out for his own car in the light of the foregoing. It should also be borne in mind when considering an old car that perhaps the linkage of the levers is worn or there is play of the parts, which renders their operation uncertain. With this condition it is impossible to get any dependable results.

With magneto ignition there is not much movement of the spark lever required. It is usually placed at retard for starting the engine and is then moved in advance, where it remains for practically all engine speeds. With battery ignition, however, a greater range of advance is required and to get efficient results the position of the lever must be changed whenever there is any great change in engine speed.

Many battery systems have a governor attached to the engine, which automatically advances or retards the spark to a certain extent as the engine speed varies, but even when this is present a considerable "juggling" of the spark lever is needed if the best results are to be obtained.

When the spark is carried too far advanced the engine either knocks or it labors and loses power and puts excessive strain on all parts, causing undue wear. When it is too far retarded there is loss of power, overheating even to the point of boiling the water in the radiator, and there is waste of fuel through the burning of gasoline in the exhaust pipe and cylinder rather than in the cylinder.

Both new Republic models are of generous proportions and perfectly balanced. The standard wheelbase of the Invincible is 144 inches and that of the Dreadnaught 145 inches. Dreadnaught is also furnished with a 145 inch wheel-base at an additional charge. The motors of both trucks are Continental Red Seal, famous for their great power, economy and reliability. The motor of the smaller model is a four cylinder, 4 1/2 by 5 1/2 inches, rated at 28.88 horsepower, according to S. A. E. formula, at 1,000 revolutions. The three and a half ton model uses a four cylinder, 4 1/2 by 5 1/2 inches. Cylinders are of the I head type and are cast in pairs. The crank shaft is of the three bearing type, with all bearings attached to upper half of crank case.

Special alloy steels have been used lavishly throughout the design of these new models, from the pressed steel frame to oil pump driving shaft and gear, with different specifications and strength adapted to the different work. Only high grade steels and the best of casting materials obtainable are used throughout the construction of these "yellow chassis" models.

Important refinements in radiation will be of especial interest to present

and prospective truck owners. The exclusive Republic armored type radiator has been increased in size, giving a frontal area of 450 square inches on the "Invincible" and 600 square inches on the "Dreadnaught."

Four Speed Transmission
The four speed transmissions, another outstanding feature of the new Republics, is an important factor in the moving of heavy loads. It provides for a wider application of motor effort, offering a more efficient solution of every driving requirement.

An extra low gear furnishes greater tractive effort, giving the trucks remarkable ability in overcoming bad road conditions and in starting with heavy loads. Moreover, this transmission provides speedy intermediate for use on long grades where there is a medium uphill pull. The fourth speed provides an economical direct drive for ordinary running.

From the motor the drive is through the clutch of the multiple dry disc type to the four speed gear box located in unit with the motor, and then by propeller shaft to the rear axle.

As in all other Republic models, these new trucks feature the Torben internal gear drive rear axle. A solid forged steel I beam carries the entire load; the driving mechanism is entirely separate from the axle and does nothing but drive the truck. Power is applied near the rim of the wheel, gaining greater leverage for hard pulls.

The significant pulling power of this drive, which applies 93 percent of the motor power directly to the wheels, makes Republic trucks as efficient in field hauling or rough road work as on the smooth pavement of the city streets. It also means much to the truck operator in the way of economy of upkeep, conservation of gasoline, long life to tires, freedom from repairs and insurance against loss of service.

City of New York
Has 32,000 Trucks
Gain Of 7,000 In Year—State
Has 75,268, Increase
Of 19,866

Albany, February 8.—Figures just compiled by Francis M. Hugo, Secretary of State give the registration of motor trucks for the past two years in the Bronx, Kings, New York, Queens and Richmond counties, the amount paid in registering the same, as well as the percentage of registration increase in the various counties the past year over 1917.

These figures are of particular interest to motor truck distributors, to the business world in general and likewise to other sections of this State which have also enjoyed a remarkable expansion in the number

of their motor trucks during the last twelve months.

Today New York City has approximately 32,000 motor trucks, representing a gain of 7,000 for the year. During the same period of time New York State as a whole has increased its trucks from 55,402 to 75,268, a matter of 19,866 vehicles and a growth which figures out to 34 percent.

The following figures give the motor truck registration in Greater New York in 1917 and 1918:

	1917	1918
Registration Amount		
Bronx	1,440	327,970.00
Kings	6,808	115,707.50
New York	14,250	312,994.50
Queens	2,025	30,535.00
Richmond	554	3,505.00

	1917	1918
Registration		
Bronx	1,988	329,272.50
Kings	8,831	164,322.50

These figures are large but Mr. Hugo is most optimistic not only in regard to the increase of passenger cars this year, but of trucks, which have so splendidly demonstrated their flexibility and adaptability to the requirements of almost every line of business so that today they are practically indispensable to the individual or the concern who relies on twentieth century methods in meeting his competitors.

New York, 17,046 386,440.00 2,796 20

Queens ... 2,748 43,555.00 721 25
Richmond ... 591 12,290.00 247 24

The increase in receipts amounts to \$150,474, or 36 percent. When asked a few days ago to estimate the number of motor trucks which will be registered in this State a year hence, Mr. Hugo placed his figures at 110,000, which means an increase of approximately 40,000 of this type of car this year.

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De Palma Sets World Record At Daytona



By smashing all automobile records from one to twenty miles in a terrific straightaway dash on the beach at Daytona, Florida, Ralph De Palma, driving a Packard special twin six, of 905 cubic inches piston displacement, has strengthened his position as the "ace" of automobile speed demons.

Under the official auspices of the Automobile Association of America, De Palma thundered off the speediest twenty miles that have ever been covered in an automobile, and brought back the world's speed honors to an American car, whereas most of the former records up to twenty miles had been held by cars of German make.

The new speed marks set up by De Palma are as follows: 1 mile, 24.02 seconds; 2 miles, 49.54 seconds; 3 miles, 1 minute, 15.04 seconds; 4 miles, 1 minute, 39.77 seconds; 5 miles, 2 minutes, 4.55 seconds; 10 miles, 4 minutes, 9.3 seconds; 15 miles, 6 minutes, 48.75 seconds; 20 miles, 8 minutes 54.2 seconds. The establishment of these new

world's records is a great victory for Goodyear straight axle, or "no hook" tires, as well, for De Palma's big racer was equipped on all four wheels with these tires, which, despite the terrific grind they endured in helping to set up these new speed marks, hardly showed that they had been used at all.

Few persons, except those directly concerned with tire performance, really appreciate the terrible grinding a tire must withstand at a speed of 150 miles an hour. To cover a mile in 24.02 seconds, De Palma's tires were revolving at the rate of 1,500 times a minute, or 23 times every second.

This is in excess of the rapidity with which the fastest machine-guns were operated during the war, the firing of 600 a minute showering a veritable storm of bullets on the enemy. That tires can be made to endure such exacting service as De Palma required of his is a splendid tribute to the quality of materials and workmanship entering into their production.



Why is nearly everybody buying a

CORONA

The Personal Writing Machine?

BECAUSE the Corona is a simple, sturdy, portable typewriter, designed to meet the needs of the writing public, and sold at a moderate cost.

It is the machine for you!

- When travelling—your letters, reports, etc., can be neatly Coronatyped on the fastest trains and in the slowest hotels.
- At home—it can be carried from room to room as easily as a book. It never mars the furniture, and can be folded up and tucked away when not in use.
- In the office—it can be made just as indispensable as pen and ink, for it is a desk tool—big enough for every requirement, yet never in the way and light enough to lift in one hand.

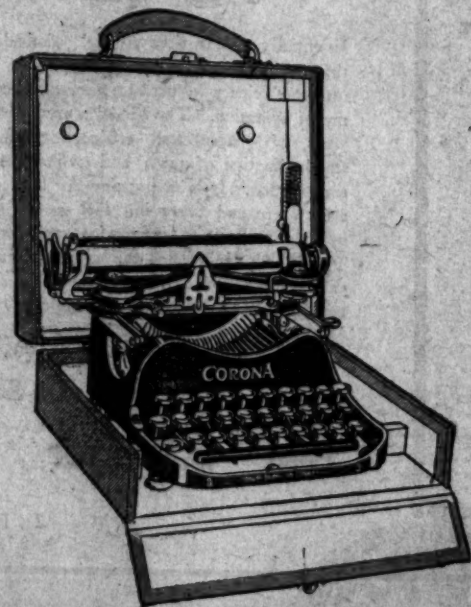
It has a positive ribbon shift, a line lock and release, adjustable carriage tension, back-spacer—in fact, more labor-saving devices than it would seem possible to incorporate in a six-pound machine.

Agents for Corona:

DODGE & SEYMOUR (China), LTD.

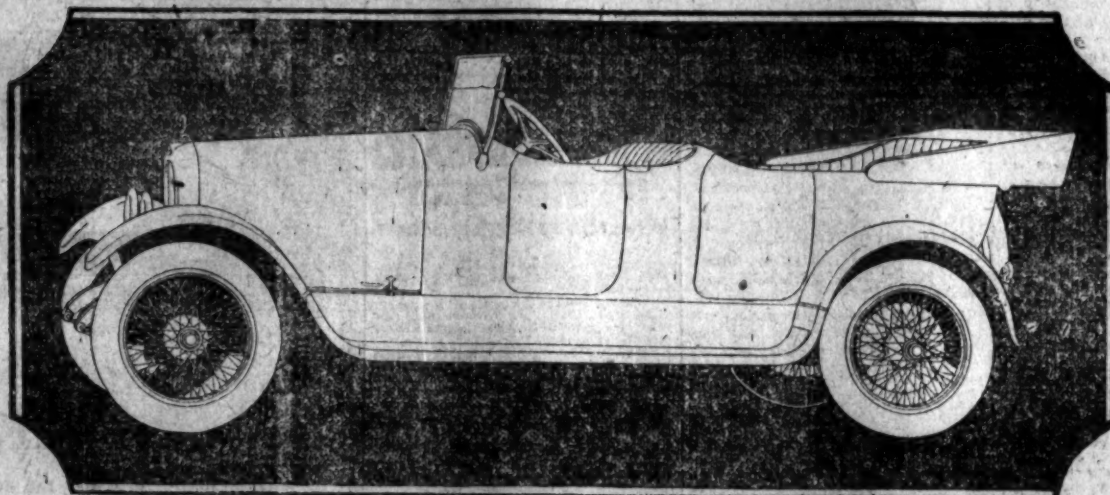
89-91 Rue Montauban

Phone: Central 322



MARMON 34

Advanced Engineering



Announcement

AS the pioneers of the Automobile business in Shanghai, we have had the pleasure from time to time of introducing to a discriminating public the best that America has had to offer in the form of Motor Cars.

WE are now privileged to bring to the notice of our patrons and the motoring public in general, a car that it is no exaggeration to say has practically no equal, and certainly no superior, in the United States.

WE invite you to call at our Showrooms (40, Bubbling Well Road) and inspect the

MARMON 34

Touring Car and Limousine, of which we have just received a first small shipment.

"It is the easiest handling car of American Manufacture that I have ever driven"

This is the verdict of a noted engineer who obtained his training in Europe. What this means in added safety and comfort is recognized by every motor car driver. A woman can drive the Marmon 34 with ease and without fatigue.

At all speeds, on country roads and amid city traffic, the New Series Marmon 34 is always under instant control.

To change gears, or to use the emergency brake or switches, the driver does not need to change his position. A slight foot pressure disengages the clutch.

Perfect balance and low center of gravity hold the Marmon true to any road at any touring speed.

A drive in the Marmon will convince you of the unequalled degree to which Marmon Engineers have obtained riding ease and roadability.

And just as the Marmon excels in this one respect, so it does in the many essentials.

Let us demonstrate this beautiful car to you

H. S. HONIGSBERG & CO., INC.

40, Bubbling Well Road

Telephone: West 1234

GIVE PROPELLER TRIAL ON BIG PACKARD TRUCK

Driven By Liberty Motor, Sends
Chassis Along At 20
Miles An Hour

Driven by a four blade propeller attached to a Liberty twelve motor developing 450 horse-power, a Packard three-ton truck chassis minus engine and transmission did a marathon around Manhattan recently.

An expert pilot guided the strange vehicle and experts on the Liberty motor were the engineers. The propeller was adjusted to pull the truck, and at a small percentage of the possible revolutions a minute it hauled the truck around at twenty miles an hour.

The noise of the whirling blades and the odd appearance of the vehicle as a whole attracted a large crowd, but many persons were somewhat discouraged in their desire to see the performance when the cold breeze from the propeller struck them. There was enough cold wind anyway, but the four flying blades created a whirlwind all their own.

Two years ago the Packard designed motor, the forerunner of the Liberty engine, was set up on a five ton truck with all four wheels locked. The motor, with a four blade propeller, skidded the truck around the factory yard at thirty miles an hour until the driver of the truck decided he had enough.

How fast this motor will push or pull a truck by the propeller method is not known, as no one has yet expressed a desire to experiment. The motor drives an airplane through the air at 135 miles an hour, but there are no fences or ditches in the air.

The New Pierce-Arrow

While there are two notable examples of four-cylinder passenger car engines with four valves per cylinder, it has remained for the Pierce-Arrow company to offer a six-cylinder car using this construction in the engine. Model 48, which, by the way, is the only model offered, the 38 and 66 having been discontinued, exhibits a number of changes aside from the use of four valves per cylinder. Among these are the use of a detachable cylinder head for each pair of T-head cylinders; lighter pistons, a gear oil pump with safety valve to prevent injury to the oil gauge when the oil is cold; a new method of attaching timing gears to the camshafts; slight changes in the carburetor which now has no idler in the engine; the new engine is a new one provided with means for preventing snow and mud from making their way to engine or clutch; the braking has been changed to the system employed on last season's model 48. A number of minor changes also have been made. The wheelbase remains the same at 142 inches.

In order to obtain a better high-gear performance, that is, better throttling, higher maximum speed, better hill climbing, etc., it was found that it required a valve three inches in diameter and having a 3/4-inch lift. The obvious disadvantages of using a single valve of that size, with its noise, high spring pressure necessary and warping, led to the adoption of two valves each of 1 1/2 inch diameter and having 3/4-inch lift. Two inlet valves and two exhaust of this size to each 4 1/2 by 5 1/2 cylinder, gives a much higher volumetric efficiency, and together with the other engine changes mentioned, results in more power, better performance in every respect, and in addition, it is stated, an increase in fuel economy. The twenty-four small valves operate much quieter than twelve large ones and at the same time permit of a large volume of gas being drawn in by the inlet and fruer passage of the exhaust.

The twenty-four valves are operated by two camshafts, each with twelve cams. The Pierce-Arrow engine uses a special water-jacketed carburetor fed under pressure and attached to a horizontal manifold with six openings. The ignition is by magnetos and auxiliary battery and starting and lighting equipment is Westinghouse.

Cooling is by pump with a thermostat control in the line. The oil system is of the high pressure type, using a drilled camshaft for direct feed to the bearings.

The Pierce clutch is a cone, the transmission a four-speed mounted separately and the rear axle is semi-floating.

Motor Trucks Hold The Public Interest

Republic President Says They
Are Decidedly In The
Limelight

"Never before in the history of the industry has it been possible to arouse so much interest in the motor truck as is being manifested by the public this year," said F. W. Rugles, president of the Republic Motor Truck Company, Inc., while watching the great crowds at the New York truck show.

"Heretofore the passenger car, in all its fashionable trappings and luxurious comfort, has held the center of the stage at the annual automobile shows. Events of the past eighteen months have, however, brought about a striking change in affairs.

"The motor truck is no longer an 'also ran'—it is now most decidedly one of the chief attractions at the big motor exhibitions being staged throughout the country."

Heavy Motor Transport Raises Highway Problem In The United States

By Arthur H. Blanchard
President of the American Road Builders' Association and the National Highway Traffic Association

The problems now confronting the highway engineer are entirely different from those which existed fifteen years ago. At that time the motor vehicle was not a factor. Today about six million motor vehicles use our highways, or which nearly 10 percent are motor trucks. War conditions rapidly developed highway motor transportation. The practicability of using the motor truck as a rapid, safe, and economical carrier of freight under unfavorable conditions has been repeatedly demonstrated during the last two years. The achievements of highway transport in competing with railways on short hauls have been especially successful.

Two influential factors stand out prominently in comparing short haul transportation by railway and highway. First, economy in handling freight; terminal haulage and railway transport requiring on the average, six handlings from shipper to consignee, while highway transport usually calls for two handlings. Second, rapid delivery; for example, on fifty-mile hauls, the use of railway transport requiring from three to four days against an average of one day for transportation by motor truck. The reconstruction period finds users of motor trucks analyzing cost records of intercity haulage, rural motor truck express routes, and other motor truck transportation services. The results justify the assertion that the United States is to witness, within the next five years, a phenomenal development of motor truck transportation on highways outside of cities.

Present Highway Situation

Today there are in the United States 2,500,000 miles of rural highways, 11 percent of which are classed as improved. A conservative estimate would indicate that not more than one-fourth of 1 percent of the total mileage is suitable for motor truck highway traffic. Many improved highways do not meet the requirements of motor truck traffic because of poor drainage, inadequate foundations, narrow widths of roadways, unsuitable wearing courses, or weak bridges.

At present there is no system of highways in the United States comparable to the national system of France. Indications point, however, to a rapidly developing sentiment and demand for the creation of a system of interstate highways aggregating at least 50,000 miles which shall be constructed and maintained under the supervision and at the expense of the Federal Government. Such systems of highways as we now have are developed through the individual or cooperative action of our State, county, and township Governments. The development of systems in many parts of the United States is in a chaotic condition, due primarily to local jealousies, defective laws, and poor administration.

Highways constructed under the supervision of many State departments are of many kinds, and represent a wide range of maximum load and total tonnage carrying capacity. These variations are characteristic of highways of different classes ranging from interstate trunk highways to local feeder town highways leading from the farm to the nearest railroad station or village. In some States all types varying from a gravel road to a stone block pavement will be found on a given intercity highway. Defective State laws are partly responsible for these conditions in some States. For example, in New York the law requires that the funds from bond issues be divided upon a basis which allots a certain percentage to each county. The demands for maximum mileage have resulted in spreading out over many miles the available funds in some counties, and the utilization of methods of construction obviously unsuited to the traffic to which the highways will be subjected soon after they are opened to travel.

The development of motor transportation will emphasize the fallacy of the present New York laws covering the financing of highway improvement. Motor transportation is not going to develop upon any artificial county basis. Motor truck traffic on trunk highways usually will be dependent upon interstate, intrastate, and intercounty traffic. Therefore the major trunk highways of the future, which will be built with high first-cost foundations and surfacings, must be designed to carry through traffic as well as the local county traffic. At least 50 percent of the State funds now used for highway improvement in the State of New York is obtained from the first-class cities. It is ridiculous for county officials to attempt to justify a county basis of distribution of State funds derived from State bond issues.

Present methods of administering, financing, constructing, and maintaining highways and bridges outside of cities are inadequate to meet the demands for the proper development of the commercial, agricultural, industrial, and social interests of the United States.

Future Highway Improvement
Plans must be made for the construction of new roadways and the reconstruction of worn out roadways of the main trunk highways with six to ten inch cement-concrete foundations, with roadway widths of not less than twenty feet and with surfacings of bituminous concrete, cement-concrete, brick or stone block.

Likewise highway bridges must be made strong enough to carry the heaviest loads of which they form a part. Motor transportation, therefore, should demand that such plans be developed at once. A nation-wide educational campaign must be started to bring highway officials and the public to a realization of the undebatable requirements of motor transportation of any section of the nation, but will rapidly develop in every State as soon as continuous stretches of good roads are built.

Financing Highways

A justifiable program of financing improvements must be suitable for the general taxpayer and the users of highways. A practical plan, which meets these conditions, calls for the payment of the cost of original construction by appropriations from current revenues or bond issues and the assessment of the cost of maintenance against the users of the highways.

The contention that highways should be constructed with funds provided by taxpayers is based on the advantages of good roads to the nation, county, State, or town as a whole. The general benefits which may be credited to good roads are as follows: Development of commerce, industries, agriculture, natural resources, and intellectual and social life; decrease in the cost of transportation and the development of methods of transportation; facilitation and development of tourist travel; increase in land values, fire protection, and rural free delivery and highways of value in military operations.

If the cost maintenance of highways is to be borne primarily by the passenger car and the motor truck, the highways should be so constructed

as to be suitable for the traffic to which they are, or will be, subjected during a reasonable future period. For example, a broken stone road on a highway between two cities twenty-five miles apart, subjected to 500 motor trucks and 2,000 passenger cars a day, would have to be reconstructed at comparatively short intervals, with a resulting excessive maintenance charge. If this highway had been constructed of such types as bituminous concrete, brick, cement-concrete or stone block on a cement-concrete foundation, the maintenance could reasonably be charged to the users of the highways.

As another example may be cited a brick pavement on a thin foundation of broken stone, located on such a highway as that between New York City and Albany. Under the five-ton truck traffic to which this highway will be subjected during the next few years, such a roadway would not last one year on account of the inadequate

foundation. To charge the reconstruction of the foundation and wearing course as a financial liability to be met by passenger motor car travel and motor truck transportation is an unjustifiable system of financing.

Motor Truck Regulations

An early agreement relative to uniform State regulations covering speeds, weights, and dimensions of motor trucks is of the utmost importance, as the present diversity of opinions and wide range of requirements of State laws vitally affect the economic development of highway improvement and motor transportation. Such regulations should be considered from two standpoints. First, an agreement relative to speeds, weights, and dimension of motor trucks which will be built in the future, so that manufacturers and users of motor vehicles on the one hand and highway officials and engineers on the other

hand may have definite guides for future development of motor trucks and the economic and efficient construction and maintenance of highways. Second, an agreement is desirable as to an equitable and practical method of enforcement of regulations covering motor trucks and motor transportation based on the present conditions of highway systems and the present demands of essential and reasonable methods of motor transportation.

NEW MAKES AND DEAD ONES

This year for the first time in about five years there are more makers who have quit the field in America than new ones who have come in. A situation of this kind was rather expected

because the war work did not allow of exploitations and beginnings. In the list of cars are many which are not offered for the beginning of the 1919 season, but which will no doubt make their appearance in improved form as the season progresses. In the list of manufacturers who have either abandoned the field altogether or who have no models to offer for the present are the following, those marked with an asterisk being the discontinued ones: Abbott*, Crawford*, Dabrow*, Hai*, Inter-State, Jackson*, Marion-Handley*, Madison*, Metz, Monitor*, Monroe*, Owen, Owen*, Pennay*, Pilgrim*, Regal*, Rose*.

In the list of new makes, that is, those which were not known before the show of January, 1919, are: Cornet, Douglas, Essex (made in the Hudson shops), Holmes, Malbohm, Pan, Piedmont, Revare, Rock Falls and Seneca.

Columbia Dry Batteries

When Your Engine Stops

When family auto, truck, tractor, or motor boat chokes up and loses its gait, it is then that you realize the advisability of carrying an extra set of Columbia's.

Columbia's put the spark of life into engines, autos, trucks, and tractors; they ring bells, give signal to telephones, light lanterns, make motor boats go.

Wherever battery power is needed, Columbia's are the simplest source—full of energy in the very brass. Steady, reliable—proof against trouble.

Look for the Eagle Trade Mark; it is a guarantee of efficiency and service.

The Fabulous Spring City Binding Post, shown in the illustration, is a Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

Dealers—Immediate deliveries can be made. Write for catalogue and details from Anderson, Meyer & Co., Ltd., 4 Yuen Ming Yuen Road, Shanghai, or direct from us.

National Carbon Company, Inc., Export Department, Cleveland, Ohio, U.S.A. Cable Add.: "Carbon Cleveland"



Insure Your Motor-Car



with the

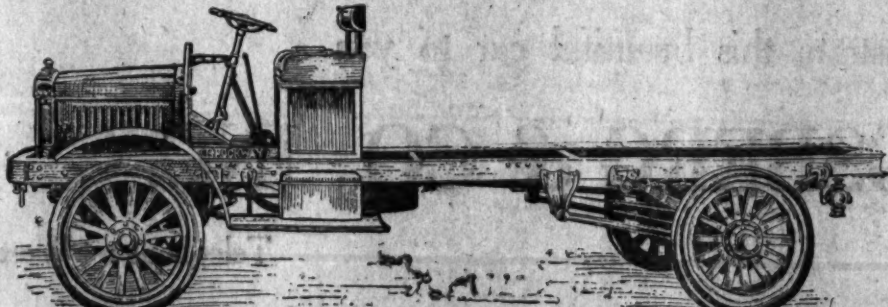
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3, Esra Road, 1st floor. Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES



1 1/2 & 2 ton "Brockway" Motor Trucks



For particulars apply to

R. Martens & Co., Ltd.

No. 1 The Bund

How Science Produced This Famous Lubricant

Most motor oils are the result of haphazard experiment. Not so with Veedol. When in 1913, the officers and directors of the company selected this name for their new motor lubricant, they had already spent years of time, and hundreds of thousand of dollars in perfecting it.

Behind it was the Tide Water Oil Company, one of the largest oil

refineries for the refining of lubricating oils in the United States, and with years of experience in the refining of every kind of oil.

In the specially equipped testing laboratory every type of internal combustion motor was tried, and every class of lubricant tested. Veedol was as nearly perfect as modern science could make it.

The Story of a Famous Test

Veedol is not merely an ordinary oil made better. It is chemically different from other lubricants and is made by the Faulkner process, a method exclusively developed and practised in the Tide Water refinery.

By this process, Veedol is made to resist the intense heat to which it is subjected in the engine. This heat, ranging from 200° to 1,000°, quickly breaks down ordinary oil, and causes it to deposit a black sediment. Thus ordinary oil deteriorates quickly, loses its lubricating value, and besides requiring frequent replacement, causes friction and wear in the engine as well as considerable loss of power.

quency replacement, causes friction and wear in the engine as well as considerable loss of power.

To impress the motoring public with these important facts it has been a consistent part of the Veedol policy to constantly feature its famous Sediment Test, showing the extremely small amount of sediment contained in Veedol after use, as compared with ordinary motor oils.

This Sediment Test will be continued as the basic idea of our selling and advertising policy.

PRICE LIST

VEEDOL Oils:—Zero Light, Medium, Heavy and Extra Heavy.			
Barrels of 50 Gallons		Tals	1.35 per gal.
" " 27 " "		" "	1.42 " "
Drums " 55 " "		" "	1.52 " "
" " 27 " "		" "	1.60 " "
" " 15 " "		" "	1.68 " "
Cases of 2 cans of 5 Gallons		" "	1.68 " "
" " 1 " " 5 " "		" "	1.68 " "
" " 12 " " 1 " "		" "	2.02 " "
" " 24 " " 1/2 " "		" "	1.02 " "

VEEDOL Transmission Gear Oil.			
Cases of 2 cans of 5 Gallons.		Tals	1.42 per gal
" " 12 " " 1 " "		" "	1.50 " can

VEEDOL Greases:—Light Medium and Heavy Cup—Light, Medium and Heavy Graphite—Gear Compound.			
Barrels of 220 lbs.		Tals	0.20 per lb.
Cases of 1 can of 50 lbs		" "	0.25 " "
" " 1 " " 25 " "		" "	0.25 " "
" " 6 " " 10 " "		" "	0.27 " "
" " 12 " " 5 " "		" "	0.28 " "
" " 36 " " 1 " "		" "	0.35 " "
" " 48 " " 1 " "		" "	0.35 " "

VEEDOL LUBRICANTS

Oils
Veedol Zero-Light:—General lubrication in very cold weather.
Veedol Medium:—General all-year-round use.
Veedol Heavy:—Where heat conditions demand heavier oil.
Veedol Extra Heavy:—Summer use in motor cycles.
Veedol Trans-Gear:—Transmissions and differentials.

Greases
Veedol Gear Compound:—Transmissions and differentials.
Veedol Cup Grease:—Light, Medium and Heavy.
Veedol Graphite Greases:—Light, Medium and Heavy.

Sole Agents for Shanghai and Yangtze Ports:—

MENCARINI & Co., 13a Nanking Road.

Retailers:—

SQUIRES, BINGHAM & Co., 17a Nanking Road.

EFFICIENCY—SAFETY—ECONOMY



**STANDARD
OILS**

Can

Obviate

Nerve-racking

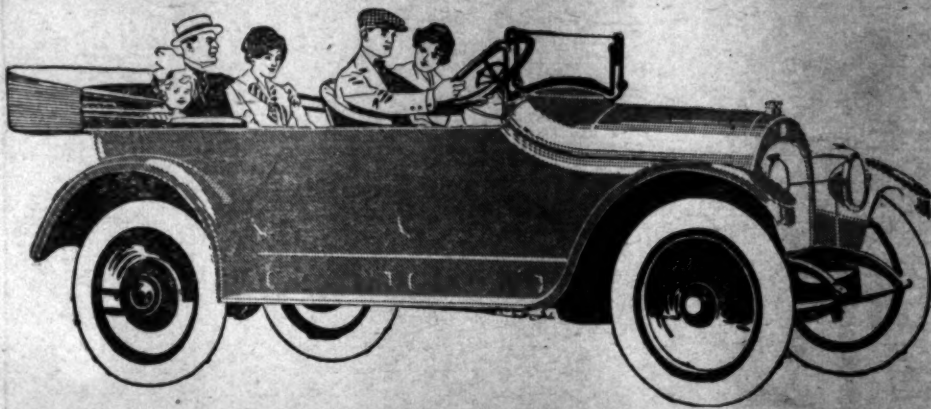
Yesterdays

EFFICIENCY—SAFETY—ECONOMY

THE CENTRAL GARAGE COMPANY

Overland

MODEL
90



These cars will well repay your inspection. They are fully equipped for the road and each has

Five Wire Wheels

The price, too, is extremely moderate. We have a few in stock, and if you want one, NOW is the time to buy, for they will all soon be sold.

Our shipment of

ANDERSON CARS

"America's High-class Automobile"

has been delayed, but we are assured by our agents that they will reach us by the "Empress of Russia."

Model 400 C
5-Passenger Touring Cars

Model 400 D
Convertible Roadsters

We can confidently recommend these to anyone desiring a car of handsome, flowing lines, of moderate price, and which does not run away with a lot of money in upkeep and running expenses. Let us tell you all about them and arrange for a demonstration.

WIRE WHEELS — CORD TIRES
BEAUTIFUL UPHOLSTERY

GARFORD Motor Trucks

A PHENOMENAL SUCCESS

From a small beginning 18 years ago to the largest plant in the United States, devoted exclusively to the manufacture of a complete line of commercial vehicles in 1919, is the story of the Garford Motor Truck Company.

GARFORD TRUCKS

are not so-called "assembled" trucks. Each part is designed and built to do its allotted share of work. There is no question as to future supply of repair parts, or the stability of the guarantee.

Performances That Satisfy

The established performances of Garford Trucks have placed them in the front rank among commercial vehicles, and the steadily increasing demand from old users, who are adding to their equipment, as well as from new customers, is the best evidence of the stable foundation of the business.

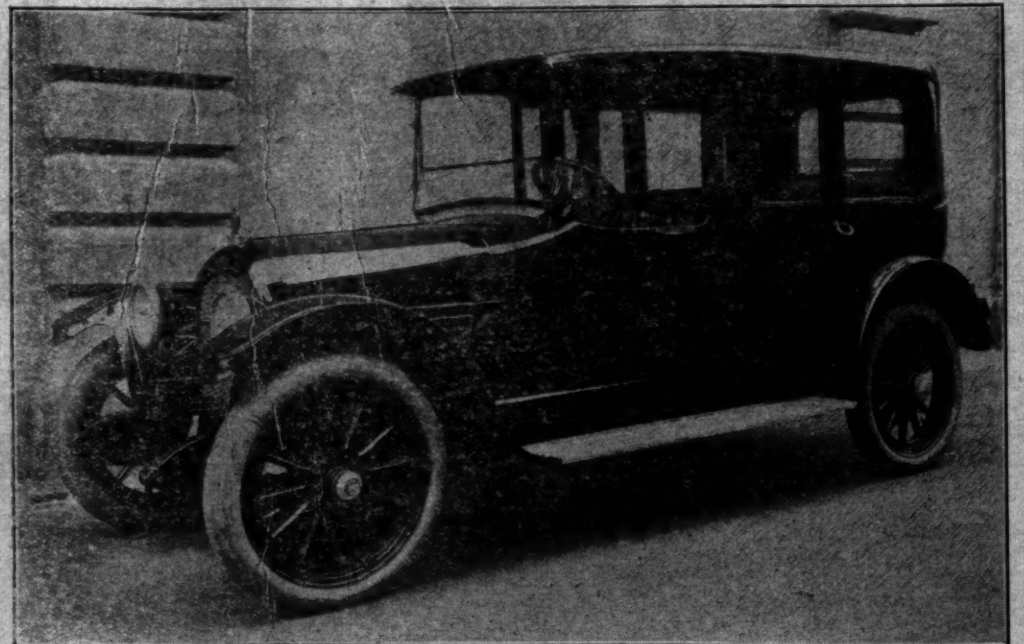
For Every Purpose

The dependability of the motor truck enables it to meet the demand for economy and efficiency in all forms of transportation.

THE GARFORD IS THE TRUCK FOR YOU!

We have GARFORD TRUCKS in stock
1½ tons and 2 tons

WILLYS — KNIGHT FOUR Limousines



For all-the-year-round motor service these cars are thoroughly satisfying. Aside from their captivating style appeal—aside from their luxurious comfort and convenience—they have a distinct and important advantage, for they have the Knight sleeve-valve engine, which is

The quietest engine ever designed

and the only engine that actually improves with use. The bodies of these cars, of the best materials, are built, upholstered and finished by specialists with broad experience in fine car artistry.

For particulars and demonstrations, apply to

THE CENTRAL GARAGE COMPANY

2a Jinkee Road

DISTRIBUTORS

Phone: Central 3809

By Johnnie Mallett

For the visitors Captain Princip played the star game and was always on the ball and hit hard whenever he got the opportunity. He was well supported by Captain Marriott, whose work at No. 3 would certainly develop when more accustomed to our local moorings. The other members of the team combined in their efforts to put up a first class sportsman's contest. We have had the pleasure of seeing on the polo ground for some time. The game throughout was umpired by Mr. T. A. Hayes.

Our acquaintance with his accuser, Moreover, the name on the I.O.U. failed to correspond with the policeman's. Soo reflected. Coming to consider the matter, he admitted, he might have been mistaken. Now that he bent his mind to it, he did recollect that the man who had lent him the money was a watchman employed at 615 Hopewell Road. Investigation at this address showed the premises unoccupied, and no watchman whatever in charge.

(Continued on Page 2)

all acquaintance with his accuser. Moreover, the name on the I.O.U.s failed to correspond with the police man's. Soo reflected. Coming to consider the matter, he admitted, he might have been mistaken. Now that he bent his mind to it, he did recollect that the man who owed him the money was a watchman employed at 615 Hight Road. Investigation at this address showed the premises unoccupied and no watchman whatever in charge.

(Continued on Page 2)

At The Theaters

S.V.C. CORPS MANEUVERS
Infantry units of the Shanghai Volunteer Corps formed at the Race Course yesterday afternoon and marched to the outskirts of the Bubbling Well district where they were attacked by Machine Gun, Customs and Maxim companies. The drill was to perfect protection on the march, each company posting advance and rear guards so that the lines could be kept intact.

Saturday, April 12.									
Pony.	Rider	$\frac{1}{4}$ mile	$\frac{1}{2}$ mile	$\frac{3}{4}$ mile	1 mile	1 $\frac{1}{4}$ miles	1 $\frac{1}{2}$ miles	2 miles	Last quarter
Castledown	boy	38.3	1.15.3	1.57.4	2.34	3.06	3.56.4	...	29.4
Westmark	boy	3.11	3.42	...	31
Older	WGC	40.2	1.14.0	1.55	2.34.1	3.06.4	3.42	4.02.3	31.1
Misty King	boy	37.2	1.15	1.52.2	2.29	2.52.1	3.32.2	...	31.1
Collins	boy	40.1	1.20.3	2.04.3	3.45.3	3.02.4	3.58 (last 1 $\frac{1}{4}$)	...	31
Allied King	boy	37.2	1.14	1.49.3	2.30.3	3.02.4	3.33.4	...	31
Battle King	boy	31
Roubie	boy	35.1	1.13.4	1.50	2.24	2.54.5 (last 1 $\frac{1}{4}$ of 1 $\frac{1}{4}$)	30.9
Sleevy	boy	38.4	1.13.2	1.58.2	2.34.3	3.07.1	32.4
Pleuro	WGC	32.4
Bonus	boy	39.2	1.14.4	1.51.2	2.24.2 (last mile of $\frac{3}{4}$)	32.4
Mal	boy	42.3	1.21.4	1.58.1	2.29 (last mile)	32.4
Corncrake	WH	34	1.07.3	1.42.4	2.21.4	2.58.2	3.31.4	4.02.1	30.2
Tatouillard	GW	34	1.06.4	1.39.3 (last $\frac{3}{4}$ of 1 $\frac{1}{4}$ whole time 2.52.3)	32.4
Standard Dahlia	boy	41.1	1.35.4	1.48	2.22.1	34.1
Nibleek	boy	37.3	1.12	1.44.2	2.16.2	31
Air King	boy	37.2	1.14	1.53.4	2.30	3.02.4	3.34.4	...	32
Flighting King	boy	35.3	1.10.1	1.48.2	2.25.4	2.53	3.23.2	...	30.2
White Hope	AYW	43.1	1.32.3	2.00.2	2.36.2 (last mile)	32.4
The Oriole	WH	35.1	1.11	1.50	2.23.2	2.53.1 (last 1 $\frac{1}{4}$)	29.4
Macapade	SAS	30.2	1.02.3	last $\frac{1}{4}$ mile whole time 1.34	32.1
Tuborg	WGC	38.3	1.13	1.46.3	33.3
Brilliant Dahlia	CRB	37.1	1.13.3	1.52	2.27.4	3.00.4	3.32.1	...	31.2
Black Fox	MOS	39.2	1.15.2	1.46.2	2.19.4 (last mile whole time 4.10)	33.2
Hawk	WH	38	1.12.2	1.42.2	2.26.3	3.03.3	3.33.1	4.09	30.4
Bulbul	boy	30.4
Shamrore	RMD	37.9	1.16	1.51.2	2.25.1	2.58.1	33
Victoria	boy	44.3	1.27	2.06	2.42	36
Gladator	CRB	42.3	1.22.4	2.01	2.37.2	36.3
Iron Duke	boy	40.4	1.17.2	1.50.3	2.31.2 (last mile of 1 $\frac{1}{4}$)	30.4
Bydand	GW	2.57	3.28.2	...	31.2
Spottedsand	FV	33	1.08.3	1.44.3	2.18.2	2.51	32.3
Midan	boy	34.4	1.13.3	1.51	2.24.4	2.55.3	30.4
L'Alme	boy	36.3	1.16.1	1.55.2	2.31	3.01.3	30.5
Rob Roy	OG	34.1	1.11.4	1.46	4.13	...	(last mile)	...	30.7
Hornbill	boy	32.2	1.12	1.48	2.20	2.51	31
Heron	WH	36.2	1.17	1.56	2.31	3.04.2	33.2

Dr. F. A. Bachelor

This translation of the rules is going to mean much to the actual and potential devotees of baseball in France, for it makes the code plain for the first time. The work has been done by Prof. P. R. Carpenter, chief athletic director of the Y. M. C. A. Foyers du Soldat and Franz O. Messner, a Swiss sportsman now living in Paris. These two men have exercised the greatest care in making the translation thoroughly idiomatic. Their object has been to

Up to date, the game of basenji has not reached the point where it has reached in the case of the French. But that will come in time. Just as soon as games are more described in the French papers, the writers may be trusted to invent picturesque terms to lend color to their articles. Still, it probably will be some time before it will be possible for one of them to put such a description as the following into its exact French equivalent: "The third Smith toddled. Jones stepped into a bender and crashed a triple to left. Brown was beamed by one of Green's fast ones and ambled to first. White promenadeed and the S. R. O. sign was hung out. At this point the

Some of the French terms given the players and the actions of baseball have a strange sound to American ears. For example, a foul ball is a "balle a faux" and a fair ball is a "balle valide." The coachers are "les gars de camps." The infield is the "extra-champ" and the outfield is the "extra champs." For home plate, our French Allies say "plaque de but" and for pitchers' slab, "plaque de lanceur." To throw is "lancer."

A "coup pour trois bases" is a "base hit, and a 'point but' is home run. "Chasseur de base" means a baserunner and "une frappe" is strike. "Manche" means inning and

(Continued on Page 2)

TODAY'S GAME

Rugh, Haskell and J. McGinnis.

If a Japanese baseball team goes to Manila in May, it would meet not only teams from the Philippines and China, but the team which is also announced as coming from Hawaii.

With the known ability of the Honolulu Chinese team, there is now it would seem, every prospect for a classy series of ball games to be staged in connection with the Pacific Eastern Olympic Games.

Chefoo Ends Football Season

Chefoo, April 7.—Last Saturday afternoon the football season was closed with the match between the Settlement and the C.I.M. Boys' School. It was the best contest of the year between these old rivals and the result, a draw of one goal each, is the best indication of the struggle. The Settlement lacked the services of Coppin, their brilliant center forward, but they were assisted by Douglas, who with his wife is now on a visit to this port. He has played before but he was obviously lacking in practice. The School eleven included an "Old Boy." Mr. Taylor again officiated and he lined the eleven up sharp at 2:45.

The School, having won the toss, elected to take advantage of the strong south wind which was blowing. As a consequence they did most of the attacking but in spite of their repeated efforts in this half, to get through, they were unable to place the sterling defense, put up by the Settlement. Clarke and Davis were in their very best form while Ramsay in goal was always safe. It is true the School forwards, with the exception of Dreyer, were painfully weak in front of goal, and several splendid chances of scoring were thrown away. The Settlement's goal was notched early in this half, Davis was whistled up for fowling. The referee, however, did not award the full penalty. The resulting free kick was not away and McCarthy, getting possession, raced to the other end, dodged the School backs and opened the scoring with a shot which gave Martin no earthly chance.

After this the pace, which had been fast, became terrific. Both goals were in turn visited and the School on more than one occasion only missed equalizing by the narrowest squeaks. Two corners, in quick succession, saw Clarke clear in great style and try as they did the boys could not get through, so that when the half time whistle sounded the Settlement were one goal to the good.

On the resumption of play it was noticed that the Settlement had made some alterations. Gurney from the wing was put into goal and Ramsay left the citadel to play full back while Davis joined the quietest and Carwardine went outer left. With the wind behind them it was expected that the Settlement would be able to keep the boys wholly on the defensive but it was nothing of the sort. The latter had quite as much of the game in this half as their opponents. Regular ding-dong play was the order of the half and both goals were in turn visited. The Settlement attacked first and the School immediately replied and so the game went on. Davis and McCarthy for the Settle-

ment were prominently conspicuous in the Settlement front rank for their able play and Dreyer and Clarke were undoubtedly the pick of the School forwards. Heroic efforts on the part of the School to get through were at length rewarded, when Dreyer, getting past Clark and Ramsay, scored with a hard low shot.

As time drew near both sides made big efforts to get the winning point and Davis and McCarthy were almost successful but Laidson and Goddard for the School were solid in defense and they kept their citadel intact. The game can certainly be said for the trio at the other end. Had either defense been less sound there would have been more goals. As it was the finest match of the season terminated in a draw of one goal each. Other side could claim that this result was not the best index of the afternoon's exhibition. For the Settlement Clarke, Ramsay, Davis, Malcolm and McCarthy played a splendid game, while Dreyer, Laidson, Evans, Paterson, Laidson, Goddard and Clarke were the pick of the School eleven.

Mixed Court Smiles

(Continued from Page 1)

After Soo had been tried and taken over to the Mixed Court his mind seemed clearer. He stated that he was a dealer in skins and had come to Shanghai from Shantung. The I. O. U. which were found upon him he had received from a man of infirmating manner but slight acquaintance. When the lender had suggested possibly that it was time for settling the account this man had invited him over into the Chao Dah Koh village and led him down an alleyway where two athletic persons lay in wait. When he recovered from the beating, Soo continued, the call of his Shantung health was more insistent than ever, but he had no money and his credit was weak. The creek seemed to be the only solution of his problem.

Soo brightened up when the court ordered him handed over to the Shanghai district authorities for shipment back to Shantung.

If His Name Had Been Wong, Now

The court was touched by the story told by Faung, Yung-ching. Faung had been recognized on a street of the Settlement by a detective who happened to remember that he had been expelled from these parts because of a too great interest in the possessions of other people. When he was arraigned before the Assessor and Magistrate the deported one became fearful. He realized that it was but just that he should have been expelled from Shanghai and, for himself, he was resigned to his fate, but one

thing had preyed upon his mind. His ancestors' graves, with no one to care for them, were becoming shaggy through neglect. The graves were located in Pootung and it was with the object of visiting them and for no other reason that he was venturing through the Settlement. In view of this laudable expression of filial attachment the court delayed action pending investigation. A few days later, when the Pootung authorities reported that the Faung family possessed no burial plot in all of Pootung, the prodigal was led back to his cell again and after six months will be once more shooed over the border.

French Parler Baseball Slang

(Continued from Page 1)

"mouffe" is a mitt, literally a "mitten without fingers." When a pitcher balks, he is guilty of a "triche" which means an attempt to deceive, cheat or balk. "Maque" is mask and "protecteur" is protector. The French haven't come to shin guards as yet.

A baseman is known as a "servant de base." The pitcher is "lancour," the catcher "atrapeur," the shortstop "bloquer" (not blockhead, though probably some of them will be called that when they pull skull plays). The left-fielder is "champ du gauche," the center-fielder "champ du center" and the right-fielder "champ de droite." These same words describe the field as well as the fielder.

Copies of the rule-book in French will be distributed among the French soldiers through the Foyer du Soldat, whose athletic directors are now teaching the game to very enthusiastic pupils. They will also be placed in the schools and in general circulation so that it will be only a question of a few months before the theoretical knowledge of the game will spread throughout France. It will take longer, naturally for the French to learn the practical part, for it requires practice to become a ball-player.

It was a particularly happy circumstance that Prof. Carpenter and Mr. Manserly were able to collaborate

In this translation. Prof. Carpenter is head of the department of physical training at Worcester Polytechnic Institute when not engaged in war work and, of course, knows baseball inside and out. He also is an accomplished French scholar. Mr. Manserly has played baseball enough to understand it thoroughly and speaks and reads English well. Between the two they have succeeded in getting out a French rule-book that is by far the most valuable of its kind yet attempted.

LEONARD REFUSES MANILA CONTRACT

Benny Will Not Fight Llew Edwards In Philippines On Fourth Of July

Benny Leonard, lightweight champion of the world, has turned down the offer made by Frank Churchill of the Olympic Club of Manila and will not scrap Llew Edwards for the world's title on July Fourth.

Churchill first offered the champion \$15,000 and expenses for a 28-round bout. Leonard refused. Churchill doubled the offer but a cable received in Manila a week ago read "Leonard refuses."



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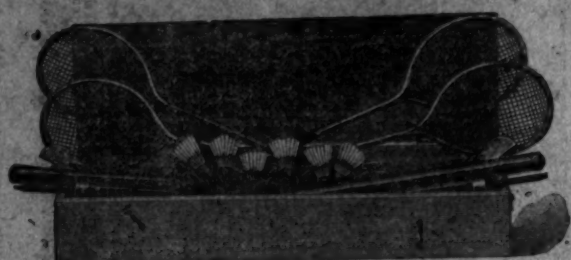
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JOIN THE GREAT ARMY OF THE "OUT DOORS" DAYLIGHT SAVING MEANS MORE RECREATION TIME

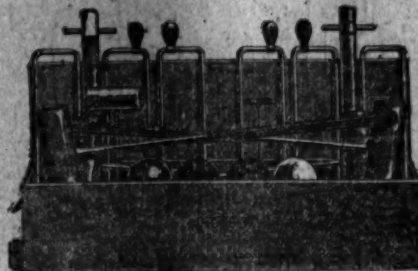
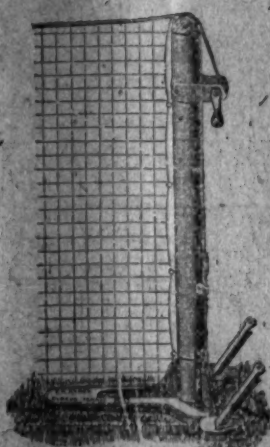
Today we commence daylight saving in Shanghai and now you will be able to have that good game of tennis, bowls, etc., you have missed every evening after business. Get right with your kit now. Come in and choose now while stocks are here in plenty. Popular makes at popular prices.



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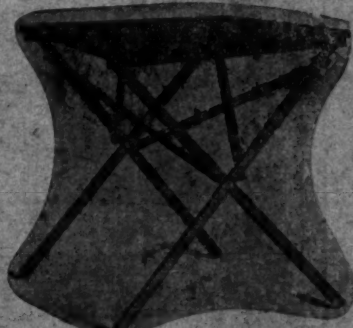


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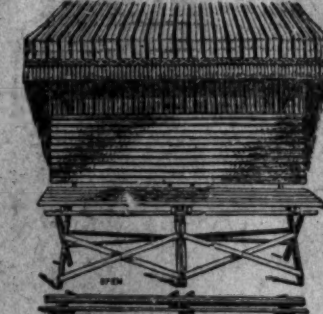
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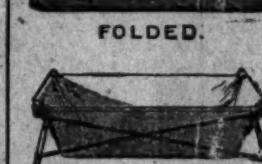
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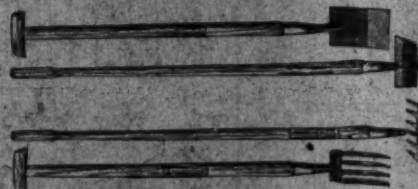
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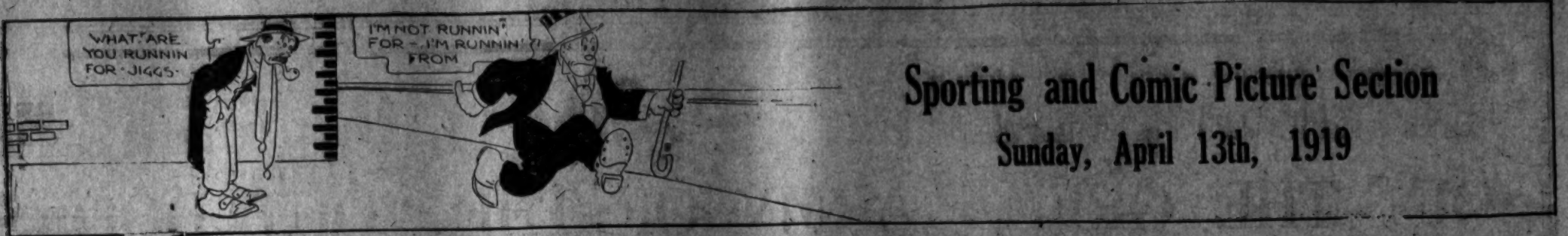
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